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History of the
FITCH FAMILY

A. D. 1400-1930

A RECORD OF THE FITCHES IN ENGLAND AND
AMERICA, INCLUDING "PEDIGREE OF
FITCH" CERTIFIED BY THE
COLLEGE OF ARMS,
LONDON, ENGLAND

COMPILED BY

ROSCOE CONKLING FITCH
OF DETROIT

Member New England Historic Genealogical Society
Corresponding Member New York Genealogical and Biographical Society
Member Connecticut Historical Society
Honorary Member, Fitchburg (Mass.) Historical Society
Member of Michigan Pioneer and Historical Society
Member of Detroit Historical Society

Volume II

Illustrated

PUBLISHED PRIVATELY BY THE FITCH FAMILY

RECORD PUBLISHING COMPANY
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THIS BOOK IS RESPECTFULLY DEDICATED
BY THE AUTHOR

TO

CORNELIA KNOWLES FITCH

WHO IN MEMORY OF HER LATE HUSBAND

FRANCIS EMORY FITCH, ESQ.

GENEROUSLY PROVIDED THE FUNDS FOR ITS PREP-
ARATION AND PUBLICATION IN A STYLE WORTHY
TO BE PRESERVED AS A MEMORIAL OF HONORED
FITCH ANCESTORS, AND MADE POSSIBLE A FITTING
RECORD OF THEIR ACHIEVEMENTS IN THE RE-
LIGIOUS, POLITICAL, EDUCATIONAL AND PIONEER
WORK IN THE FOUNDING OF THIS GREAT
AMERICAN COMMONWEALTH.

37.50 (2 vols)

Yorkland -

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“The thing that first moved me to take some paines in this studie was the verie naturall affection which generally is in all men to hear of the worthiness of their ancestors, which they should be as desirous to imitate as delighted to understand.”—CAMDEN.

*“Derived down to us, and received
In a succession, far the noblest way,
Of breeding up our youths in letters, arms,
Fair mein, discourse, civil exercise,
And all the blazon of a gentleman.”*

—BEN JONSON.

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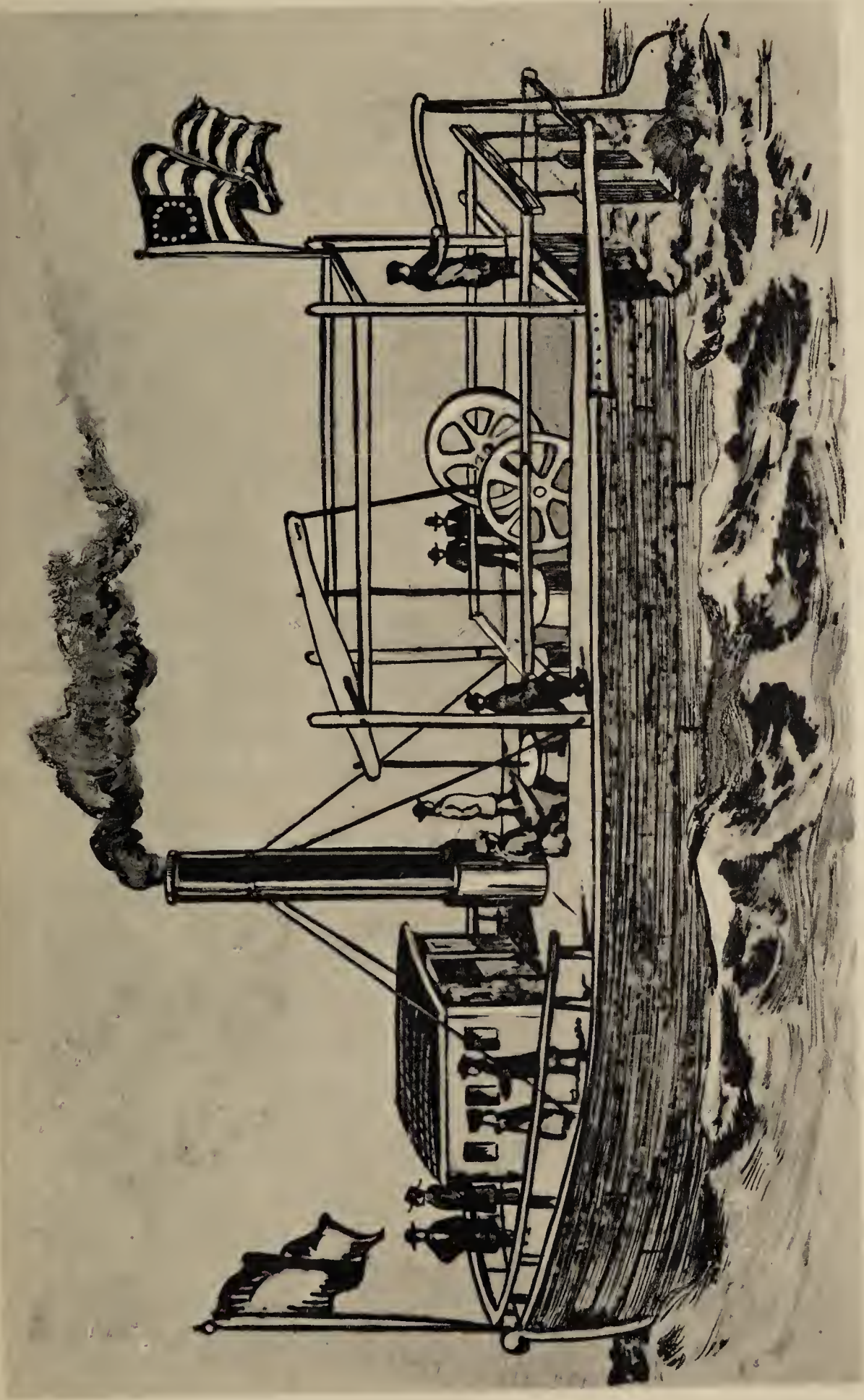
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History of the
FITCH FAMILY

VOLUME II

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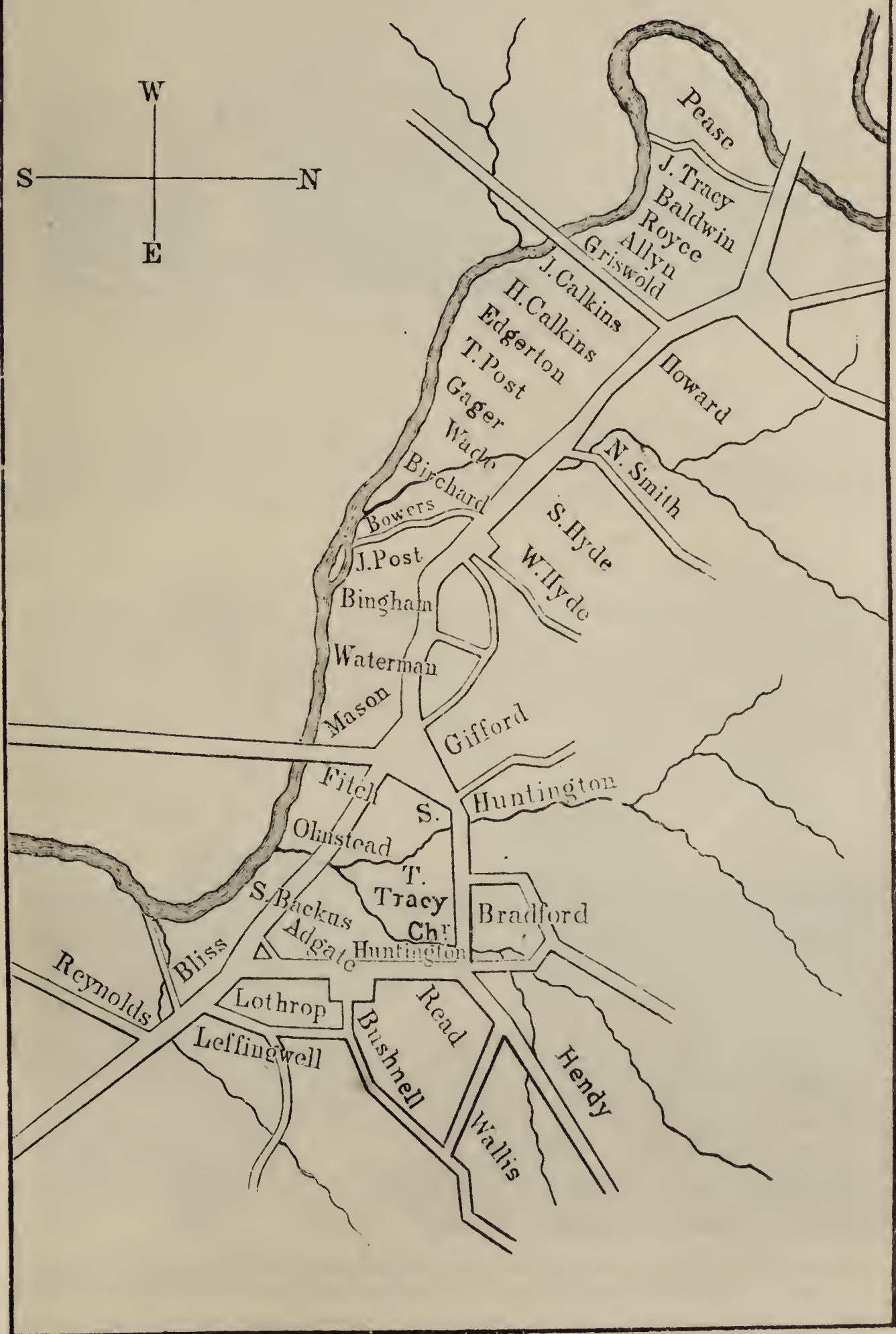
THE PERSEVERANCE I

Commercial steamboat of Lieut. John Fitch, Inventor of the Steamboat, which carried passengers and freight on the Delaware River under a regular advertised schedule for several months during the summer of 1790

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FIRST HOUSE LOTS 1660.



MAP OF FIRST HOUSE-LOTS AT NORWICH, CONN.

Showing the proximity of the first homes of Rev. Mr. James Fitch and Major-General John Mason. The course of the Yantic River can be seen, bordering on the rear of the Fitch home-lot

(Reproduced from "History of Norwich, Conn." by Frances W. Caulkins)



SITE OF FIRST HOME OF REV. MR. JAMES FITCH AT NORWICH, CONN.
 Photo shows house at Norwich, Conn., built by Eleazer Lord, Jr., in 1780 on the site of the first home of Rev. Mr. James Fitch, who, after old age incapacitated him for preaching, removed from Norwich and founded Lebanon, Conn., where he died



VIEW OF THE YANTIC RIVER WHICH FLOWED PAST THE REAR OF REV. JAMES FITCH'S FIRST HOME AT NORWICH, CONN.

Shortly after the town of Norwich was settled, a horse bridge was built across the Yantic River at the west of the Rev. James Fitch lot. Owing to frequent freshets this bridge had to be continually rebuilt

(From Miss Perkins' "Ancient Houses of Norwich, Conn.")

CHAPTER I.

REV. MR. JAMES FITCH I (1622-1702).

ONE OF THE FOUNDERS OF SAYBROOK AND NORWICH, CONN.,
FOUNDER OF LEBANON, CONN., AND "ENVOY EXTRAORDINARY"
OF THE COLONISTS TO THE INDIAN CHIEFS DURING KING
PHILIP'S WAR.

Rev. Mr. James Fitch arrived in this country in 1638, aged sixteen years, as stated by the inscription on his gravestone in the old cemetery at Lebanon, Conn. He was born at Bocking, County Essex, England, on December 24, 1622, son of Thomas and Anne (Reeve) Fitch.

Rev. Mr. Fitch finished his theological training at Hartford, Conn., under the direction of the Rev. Mr. Thomas Hooker, who is named as a friend in the will of Thomas Fitch of Bocking, and of Rev. Samuel Stone whose daughter married Joseph Fitch I.

The Rev. Mr. James Fitch is placed by Cotton Mather in his "second classis" of New England ministers, consisting of "young scholars, whose education for their designed ministry not being finished, came over from England with their friends, and had their education perfected in this country before the college was come into maturity enough to bestow its laurels." (See *Magnalia*, I, 215 Hart. Edition).

In 1646, a church was organized at Saybrook, Conn., and the Rev. Mr. James Fitch was ordained as its first minister. This ceremony, a Congregational ordination in the strictest sense of the term, was graced by the presence of the Rev. Mr. Hooker, and Rev. Mr. Stone, and probably of Rev. Mr. Henry Whitfield, first minister of Guilford, Conn.

His name is first found on the town records of Saybrook, Conn., under date of January 7, 1655-6.

A majority of the people of Saybrook signed a petition making application in May, 1659, to the General Court of Connecticut, for per-

mission to found a new settlement at Norwich. This permission was granted and in this connection Miss Caulkins says "it was undoubtedly wise as a measure of State policy, to advance the settlements and erect a fresh barrier against Indian invasion, and this consideration may have been of weight with Major John Mason and Rev. Mr. Fitch." President Stiles (Yale) said that: "The Rev. Mr. Fitch and his congregation relinquished their Saybrook grants in the hope of finding accommodations better adapted to their pursuits and aspirations."

It was a subject of much contention among the members of the congregation remaining in Saybrook and those going to Norwich whether Rev. Mr. Fitch should stay with those who were to remain or go with those who were to remove. He was greatly beloved by all, and each side claimed him. After solemn prayer and long deliberation he decided that it was his duty to keep with the majority, and thus he went to Norwich. The removal of the Rev. Mr. Fitch and his friends to Norwich in 1659 left Saybrook without a pastor until 1670.

The township of Norwich was surveyed, the town plot or central village laid out, a highway opened, and house-lots measured and assigned to the purchasers in the fall of 1659, the Rev. Mr. Fitch and Major Mason being allowed the first choice.

The original deed of cession of Norwich from the Indian Chiefs signed by Uncas and his brother Wawequaw under date of August 15, 1659, was ratified and confirmed by "Owaneco, Sachem of Mohegan, son and heir unto Uncas deceased" and "Joseph, son and heire unto Owaneco" in a new deed signed by them Oct. 5, 1685 and acknowledged before Major James Fitch II, Assistant Governor and eldest son of Rev. Mr. James Fitch.

Shortly after his arrival at the new settlement of Norwich, the Hartford church extended to him a flattering call to be their pastor, but though this offered him a wider field and greater influence, his only reply was, "With whom then, shall I leave these few sheep in the wilderness?" "He was devoted to his people, and they retained to the last a deep affection for him," says Miss Mary E. Perkins, in her history of the "Old Houses of Norwich, Conn."

Rev. Mr. Fitch was considered a man of great learning, and was called by Cotton Mather, "the holy, acute and learned Mr. Fitch." A few of his writings remain:—A sermon preached on the death of Mrs. Anne Mason, wife of Major John Mason in 1672; an election

sermon in 1674; a small volume printed at Boston in 1683, containing (1) a treatise on the reformation of those evils which have been the procuring cause of the late judgments upon New England, (2) the Norwich Covenant, which was solemnly renewed by the church, March 22, 1675, and (3) a brief discourse proving that the first day of the week is the true Christian Sabbath, which contains an introduction by Rev. Mr. Increase Mather. His letter to Gookin on his efforts to Christianize the Mohican Indians is in Mass. Hist. Society Collections, First Series: 208.

Rev. Mr. Fitch preached in 1674, the oldest election sermon on record in Connecticut, from the text, "For I, saith the Lord, will be unto her a wall of fire round about and will be the glory in the midst of her." (See Conn. Col. Rec. 2, 222). It was published in Cambridge 1674 (20 pages quarto), and a copy complete, except that the title page is lacking, may be seen in the Yale University Library.

The following letters of Mr. Fitch are printed in Trumbull's "Colonial Records of Conn.," Volume II.

1. To the worshipful Mr. Allyne at Hartford July 1675 asking aid in resisting King Philip. (P. 336.)

2. Part of a letter to the Council in Hartford dated noon, March 13 1675-6. (P. 417.)

3. To the worshipfull Capt. John Allyne at Hartford dated 29th May 1676 expressing a willingness to "go forth with the armie as chaplain." (P. 447.)

4. To the General Court dated May 4, 1678 respecting Uncas, and the surrenderers. (P. 592.)

5. To Capt. John Allyne, May 5, 1678 enclosing the latter letter. (P. 591.)

The Rev. Mr. Fitch was married to Miss Abigail Whitfield in October, 1648. The ceremony was performed by the bride's father, Rev. Mr. Whitfield, in his stone house at Guilford, Conn., built in 1639 to serve as a fort and defense against the Indians as well as a residence. Tradition says that the Rev. Mr. Fitch and the blushing Abigail pledged their vows in the north end of the living room and probably stood near the great fireplace. Abigail (Whitfield) Fitch died September 9, 1659, at Saybrook, Conn., so Rev. Mr. Fitch went to Norwich a widower with six children as follows: Major James Fitch II, Abigail, Elizabeth, Hannah, Samuel and Dorothy.

Miss Caulkins says "we may conclude that the first nuptial ceremony within the bounds of the new plantation (Norwich) was that in which its minister, the Rev. Mr. James Fitch, was married

for a second time, to Priscilla Mason, daughter of Major John Mason, in October, 1664. As the marriage service was then commonly performed by a magistrate, we may suppose that Major John Mason himself officiated upon that occasion."

By his second wife, Priscilla (Mason) Fitch, Rev. Mr. Fitch had eight children, all born at Norwich, Conn., as follows: (Capt.) Daniel, (Capt.) John, (Capt.) Jeremiah, Rev. Mr. Jabez, Anne or Ann, (Capt.) Nathaniel, Joseph, and Deacon Eleazer.

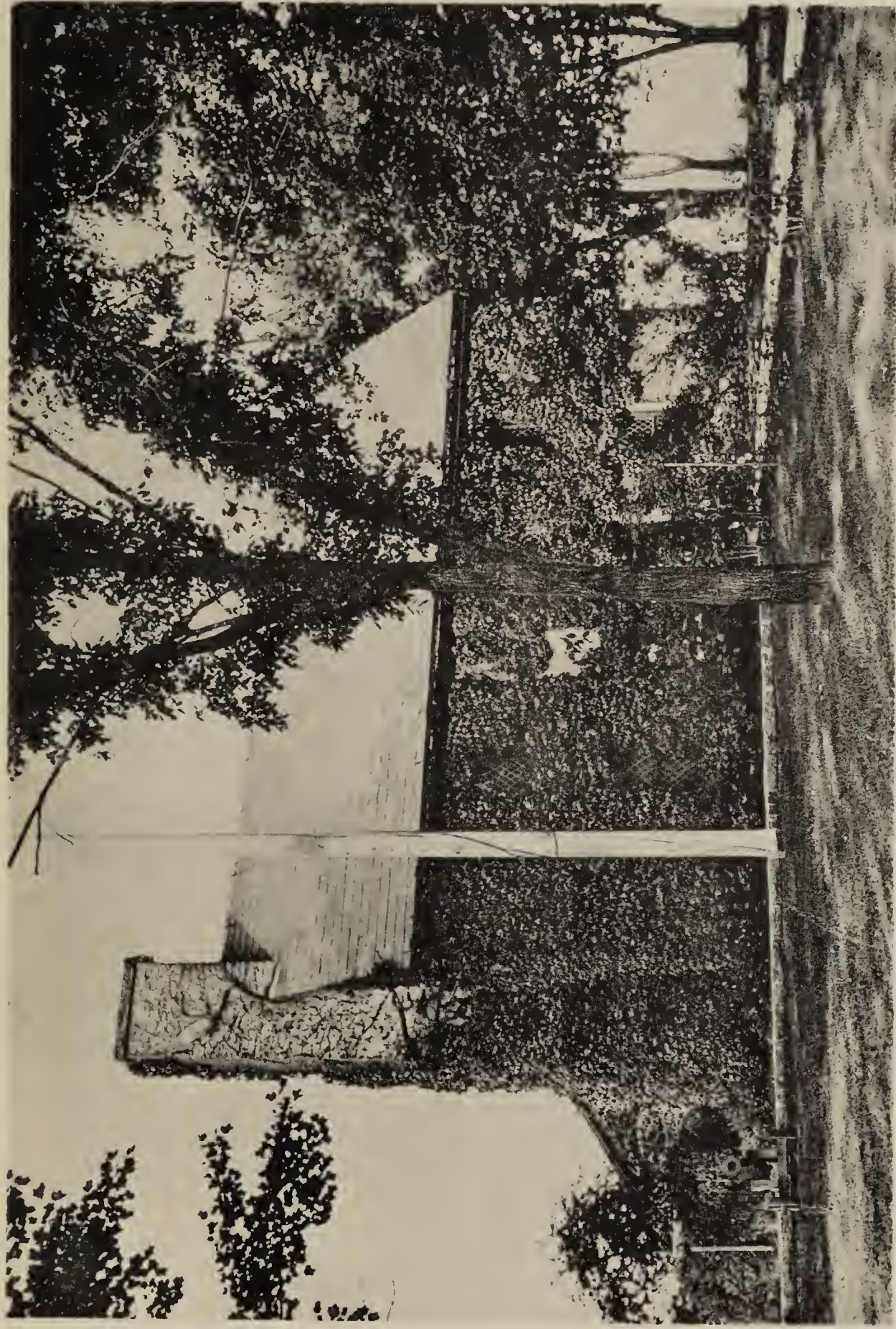
Rev. Mr. James Fitch and Major John Mason, Deputy Governor and "Conqueror of the Pequot Indians," are acknowledged as the two leaders in the founding of Norwich, Conn. Rev. Mr. Fitch was later the sole founder of Lebanon, Conn. The Fitch and Mason families were closely bound together by ties of marriage. (See biographical sketch of Deputy Governor John Mason.)

Rev. Mr. Fitch's eloquence as a preacher is testified to in his memorial sermon on the death of Mrs. Anne Mason, wife of Major Mason, and mother of Priscilla (Mason) Fitch. This sermon was printed at Cambridge by Samuel Green in 1672 and the title page reads, "A Sermon preached upon the occasion of the Death and Decease of that piously and truly religious Matron, Mrs. Anne Mason, sometime wife to Major Mason who not long after finished his course and is now at rest. By Mr. James Fitch, Pastor of the Church at Norwich."

The first house of worship at Norwich, Conn. was, like Mount Zion, on a hill. It must have been a colorful sight to see, "venerable Mr. Fitch leading the way, and his pilgrim followers, old and young, singly or in groups, scattered along the pathway and gathering at the sacred porch."

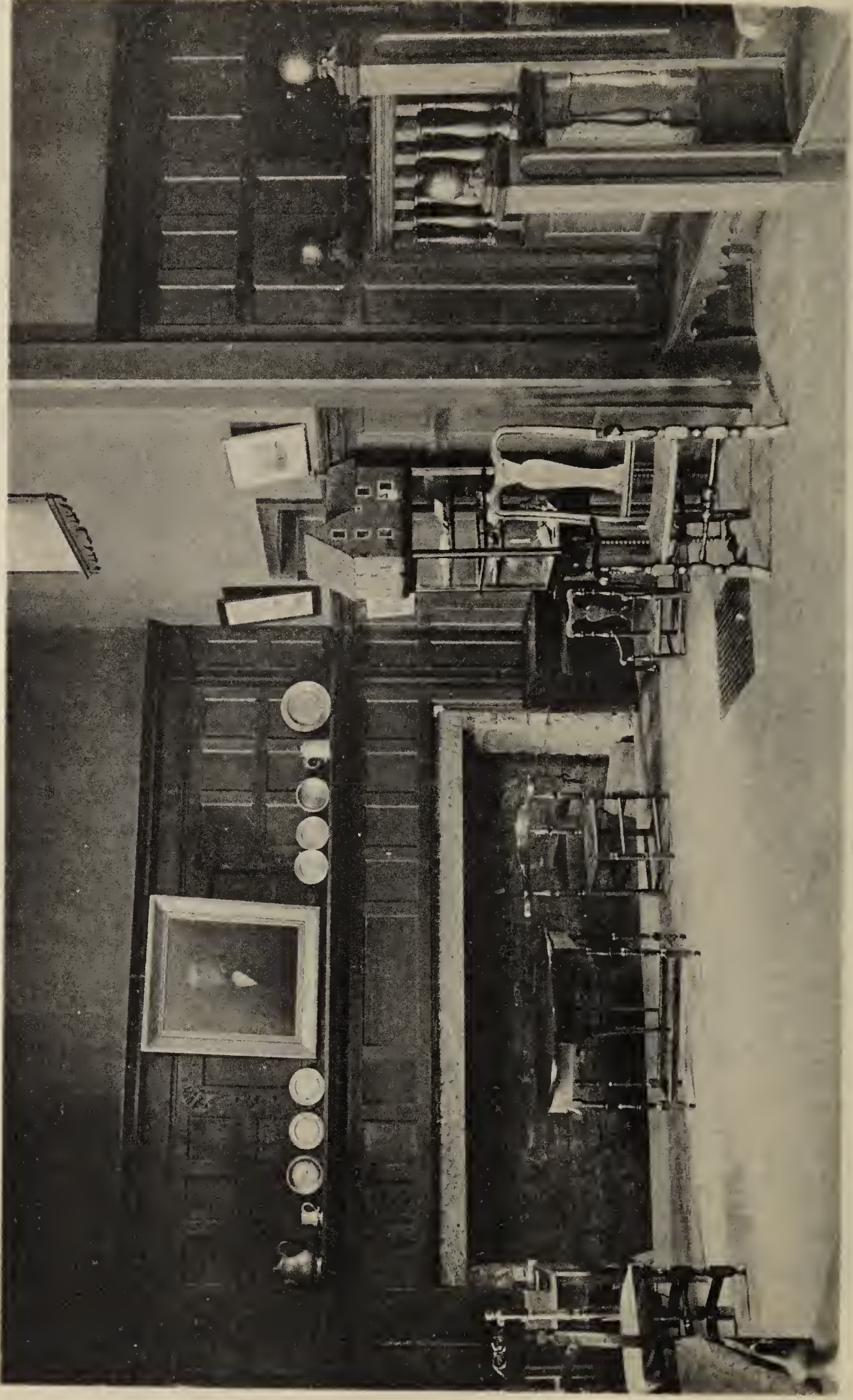
The dwellings of Rev. Mr. Fitch and Major Mason were close together, facing the Green and with the Yantic river in their rear. The road running from the Green to the river, and spanning the stream with a bridge, separated the two homesteads. The allotment of the Rev. Mr. Fitch, consisting of eleven acres, was on the south-east side of the Green; the home-lot of Major Mason, "eight acres more or less," was on the south-west side. Three acres of his home-lot, Rev. Mr. Fitch afterward transferred to his eldest son, Major James Fitch. That Rev. Mr. Fitch probably had the liberty of choice of his land is indicated by the following notation on the Norwich town record:

Dec. 31, 1669—"Ordered by the town concerning the outlands



THE WHITFIELD OLD STONE HOUSE IN GUILFORD, CONN.

Built by the Rev. Mr. Henry Whitfield, B.D., in 1639, now The Henry Whitfield State Historical Museum. Here in 1648 occurred the marriage of Rev. Mr. James Fitch to Abigail Whitfield



VIEW IN 1929 OF LIVING ROOM OF HENRY WHITFIELD "OLD STONE HOUSE" IN GUILFORD, CONN.
It was in this room, according to tradition, that the Rev. Mr. James Fitch and Abigail Whitfield was married by the bride's father, Rev. Mr. Henry Whitfield, B.D., in October, 1648

that there shall be only one allotment in the place where God by his Providence shall cast it, Mr. Fitch only excepted."

During his long ministry at Norwich the conversion of the Mohegan Indians was a cherished object with the Rev. Mr. Fitch, he cultivated intercourse and made use of every opportunity for acquiring their language in which he became proficient. This once-great nation of fearless Indian warriors has been immortalized in the famous novels by J. Fenimore Cooper. In his introduction to "The Last of the Mohicans," Cooper says, "The name of these Aborigines has undergone the changes of Mahicanni, Mohicans, and Mohegans; the latter being the word commonly used by the Whites." His earnest faith and big hearted charity made him hopeful that the seed he sowed would yield a ripe harvest.

Having a great purpose in view, the Rev. Mr. Fitch pursued the study of the native Indian tongue in systematic fashion and was duly rewarded for his industry. After a few years he was able to speak in a way to be understood and appreciated in assemblies of the tribe. He was very successful also as an instructor and interpreter of the Indian tongue.

The Rev. Mr. Fitch's endeavors in this respect are well described by Miss Caulkins in her "History of Norwich" as follows:

"With the sachems and chiefs, Christianity was never popular; not all their reverence for Rev. Mr. Fitch and the benefits he heaped upon them, could induce them to accept his doctrine and worship the Being whom he adored. Uncas and Owaneco, it is true, fluctuated somewhat in their bearing toward the faith, but at heart were never its favorers, and Wawequaw, the brother of Uncas, a chief of power and influence if we may believe tradition, was invariably hostile.

"But among the poorer, gentler, and more scattered families, particularly among the tributary Indians, and those adopted from other tribes, who were often oppressed by Uncas, Rev. Mr. Fitch found willing ears and accessible hearts. Here the gospel seemed to come as into a prepared place, bringing with it peace and comfort. Mr. Fitch rejoiced over these poor people as over lost children that had been found, collected them into a small community, setting over them instructors and guardians from among themselves whom he himself taught and trained for their office."

The war with King Philip commenced in June, 1675, and raged about fifteen months. Mr. Fitch was an active agent and valued

counselor of the government. Norwich and Stonington were frontier towns, and consequently kept during the whole course of the war in a state of excitement and apprehension. Alarming rumors swept over them with every wind. Soldiers from all quarters, by horse and foot, came among them for rendezvous; bands of friendly Indians, fitted out for war, made these their starting points; and often other parties, connected with the hostile tribes, forlorn, abject, famished, came from their haunts to take whatever doom,—kindness, captivity, or death—might be awarded to them.

In July, 1675, those vague alarms that had occasionally swept out of the wilderness, became embodied in startling reports of hostile Indians prowling in the vicinity. An invasion was apprehended, a night watch was established; several houses at intervals along the street were fortified, and householders lay down to sleep with loaded muskets at their side.

Uncas came to consult with Rev. Mr. Fitch, and he in turn visited the Pequot Indians to see if all was right in that quarter. The Indians consented to join the English, but apparently with a doubtful mind, and inclined to take that side only because it was the strongest.

Of Uncas the English had at first deep distrust. He professed great friendship in his consultation with Rev. Mr. Fitch but the latter thought it prudent that he should be induced to commit himself as soon as possible, by some act of hostility against Philip. The sachem saw where his interest lay, and consented to engage in immediate action. This matter of important government diplomacy was handled with exceeding finesse by the Rev. Mr. Fitch, and his foresight in this matter had an important bearing on the success of the Colonists in the coming struggle.

Before the end of July, fifty Mohegan warriors, staunch and well caparisoned, under the command of Chief Owaneco, who had two other sons or near relatives of Uncas with him, were ready to start for Boston, there to offer their services against the Pocasset Chief. They paused in Norwich to obtain letters from Rev. Mr. Fitch and Lieut. Mason and then proceeded to the Bay. At Boston the two younger chiefs were retained as hostages, but Owaneco and his men were dispatched to join the Massachusetts forces then in the field. It was this war party of Indians, placed in the field through the personal influence of Rev. Mr. Fitch that on the first of August 1675, fell upon the rear of Philip's retreating force, at Rehoboth plain, and

killed a number of his men. Among them was one of his bravest captains, named Woonashum, alias Nimrod. (For full account see Increase Mather's Hist. of King Philip's War, Drake's edition.)

It can readily be seen that but for the sagacity of the Rev. Mr. Fitch and the confidence the Indians had in his honesty and fair dealing, the Mohegans would never have been engaged on the side of the English and it is not improbable that they might have joined forces with King Philip and devastated Norwich and other Connecticut settlements.

During the month of September, 1675, the whole force of the Mohegans and Pequots were active in the field on the colonists' side. Every able-bodied man among them was engaged in the various forays against the enemy, generally attached to some English command.

On January 25, 1676, Rev. Mr. James Fitch accompanied as chaplain a Connecticut army of three hundred and fifteen men commanded by Major Treat, part of a force of one thousand men being raised by the United Colonies for the defence of the settlements; also for an offensive against the hostile Narragansett Indians who had murdered many of the Colonists and laid waste their habitations. This was a few days after the "direful swamp fight at the Narragansett fort on Dec. 19, 1675."

In a great measure due to their regard for Rev. Mr. Fitch, the powerful Indian chiefs, Uncas and Owaneco of the Mohegans and their warriors supported and added strength to this expedition. They were absent on this expedition twelve days, and killed and captured about seventy of the enemy. They intimidated the hostile Indians by marching in force directly through the enemy's territory toward the upper towns of the colonists on the Connecticut river.

Rev. Mr. Fitch performed another great service by keeping the authorities at Hartford well informed of all occurrences in the vicinity of Norwich.

During the period of unrest, the Fast Day, appointed by the council (March 22, 1676) was observed with great solemnity by Rev. Mr. Fitch and his congregation.

Before the end of March, 1676 the furnace of war again poured forth its flame in the direction of Narragansett and a contemplated expedition against the foe was assigned to the charge of Major Palmes, assisted by the Rev. Mr. Fitch as counselor. The expedition left Norwich March 27 and returned April 4, 1676, having killed or captured forty-four of the enemy.

The Rev. Mr. Fitch was chaplain of an expedition commanded by Major John Talcott which left Norwich June 2 and during an absence of eighteen days killed or captured above fifty forest wanderers, sparing the women and children and sending them to Norwich under guard. He was also chaplain of another expedition which left Norwich June 29 under Talcott and killed or took captive 238 Indians.

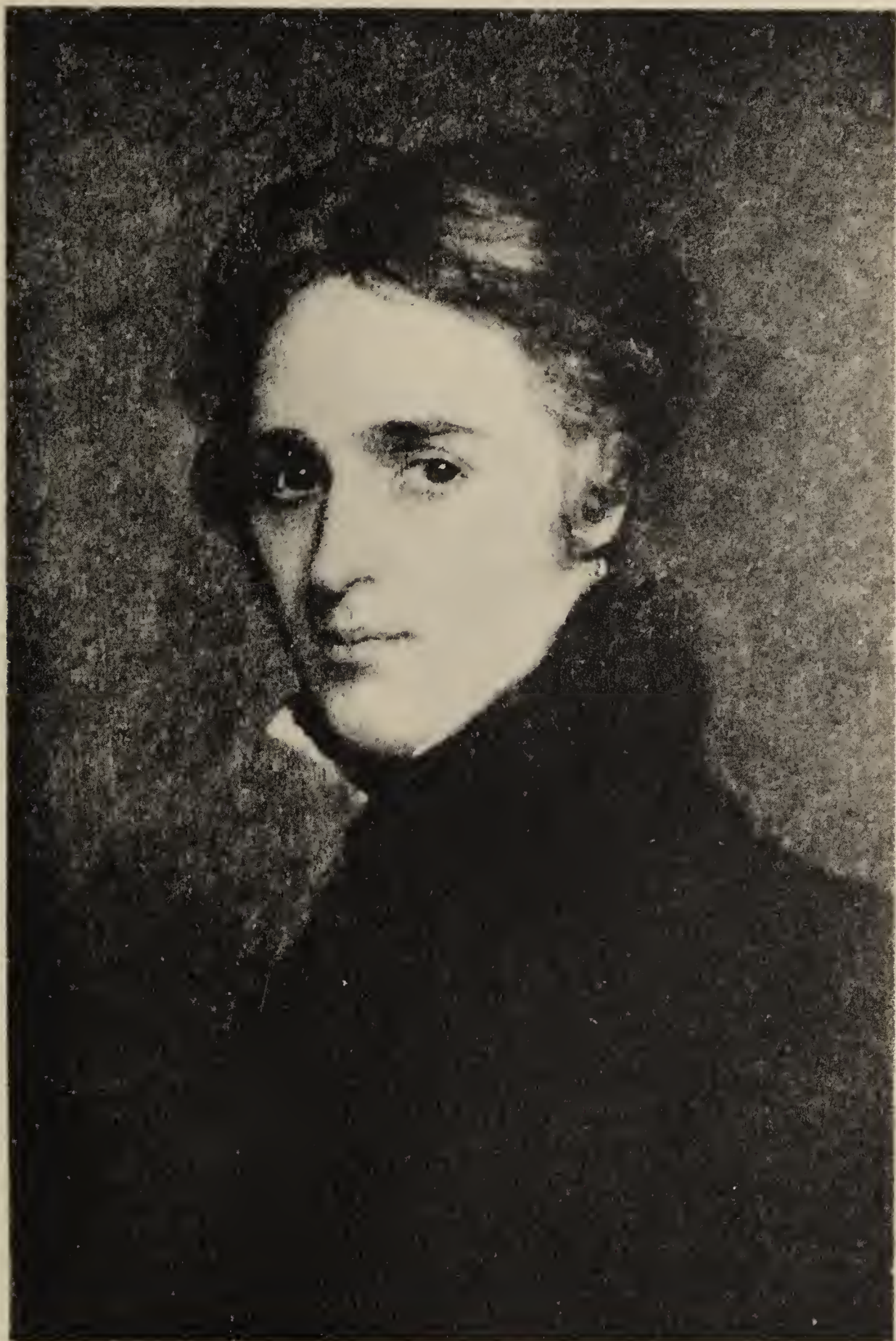
During the war a considerable number of the Indians surrendered to the English or to the Mohegan sachem. The Rev. Mr. Fitch took a kindly interest and interceded in behalf of these homeless and broken-spirited strangers. He asked that they might be settled in a community by themselves, apart from the control of Uncas and the debasing influence of heathenism. The Council of War acted upon this request as follows:

“Norwich gentlemen are desired to consider of a place for such as are not otherwise disposed of to plant on, as near as may be for Mr. Fitch to have often recourse to them till the General Court, or some other Court or Council, doe order or appoynt them elsewhere.” (Conn. Colonial Records, V. 2, 475.)

Embarrassed by the multitude of fugitives that flocked around Norwich, the Council of War appointed three Commissioners, Samuel Wyllis, James Richards and John Allyn, to hold a general Indian convention at Norwich on the second Wednesday of December and there in concert with Rev. Mr. Fitch, as one of them, “to receive, dispose, and settle all surrenderers according to order.” (See Conn. Col. Rec. 2, 481.)

The result of this great Indian assemblage was the decision by the Commissioners that (1) all young and single persons were to be settled in English families as apprentices for ten years. (2) Those taken in war were to be assigned out as permanent bondsmen, and distributed to each county proportionately; while others were to be disposed temporarily in some fit place under English teachers and Indian constables. (3) Every full-aged man was to pay to the colony a yearly tribute of 5 shillings per head as an acknowledgment of subjection. These were more rigorous terms than the Rev. Mr. Fitch favored but the council of Commissioners allowed a certain number of innocent families to be registered by Rev. Mr. Fitch and placed under his superintendence. In this connection the following action of the town of Norwich is recorded:

“Feb. 1, 1676-7. A motion was made by the Rev. Mr. Fitch

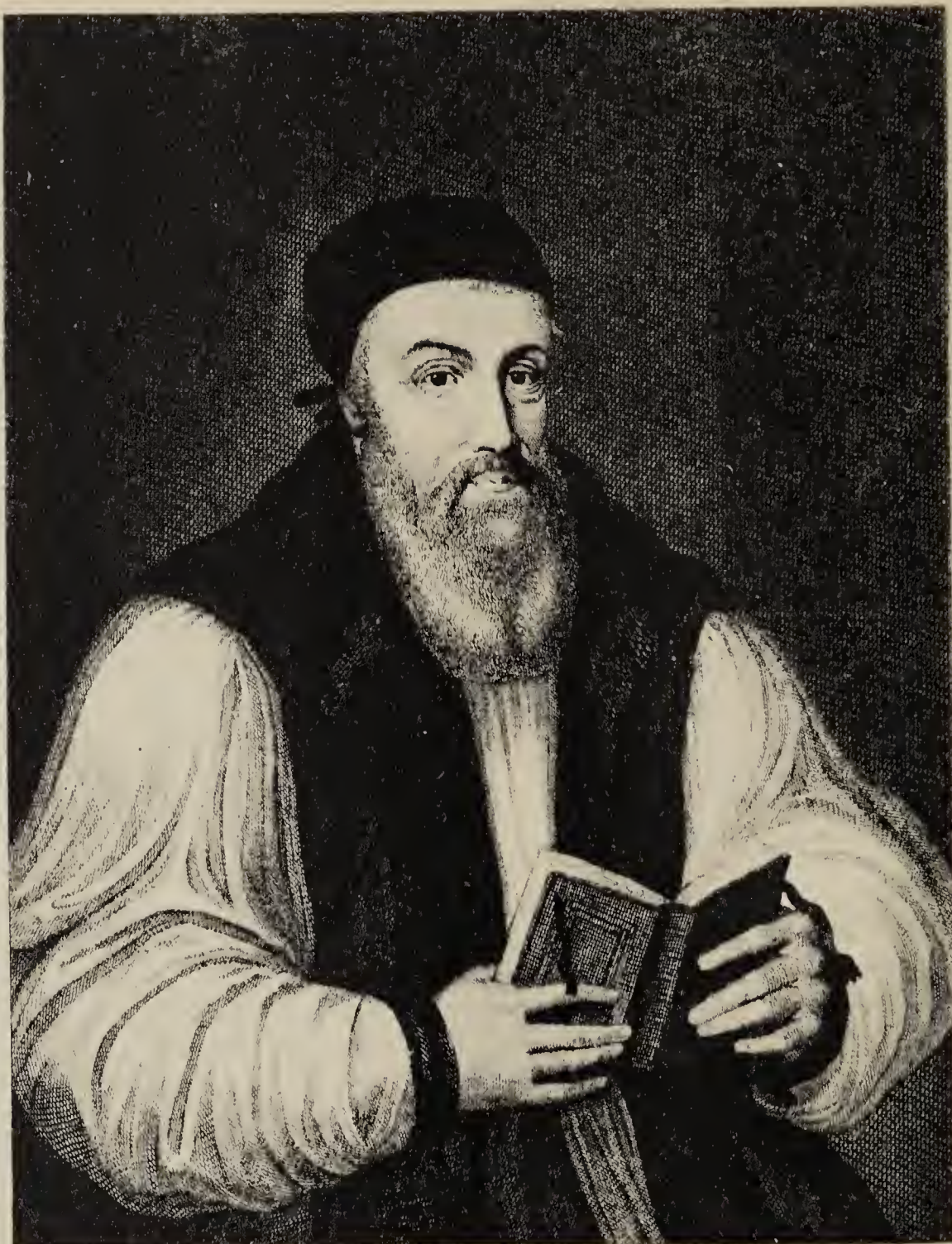


Percy B. Shelley

PORTRAIT OF PERCY BYSSHE SHELLEY (1792-1822)

By the American artist, William E. West, from the original painting in the possession of Dr. and Mrs. John Dunn, Richmond, Va. The celebrated poet was a cousin of Abigail (Whitfield) Fitch, first wife of Rev. Mr. James Fitch I. (See the Whitfield chart)

(Reproduced from the biography of Shelley by Walter Edwin Peck)



EDMUND GRINDAL,

Archbishop of Canterbury

born about 1519

died 1583

EDMUND GRINDAL (1519-1583)

The first Bishop of London, and the second Archbishop of York and Canterbury successively in the reign of Queen Elizabeth, is shown on the Whitfield chart as an ancestor of Abigail (Whitfield) Fitch, first wife of Rev. Mr. James Fitch I of Norwich and Lebanon, Conn.

with reference to a place of residence for those Indians who are listed 'surrenderers,' where they might be entertained and accomodated with lands for their improvement in order for their comfortable living till such time as some other way may be made open for them."

"The Town consented that they should settle on the hill called Wawequos, where they should have liberty, they behaving themselves orderly; to make the best improvement of the place for their own advantage for four years without any rent being demanded."

The kind hearted Rev. Mr. Fitch labored hard for his poor Indians yet with unsatisfying results. Out of the hundreds that surrendered during the war, only one village consisting of about thirty families was actually established. This was on a reservation, laid out by the town for this express purpose, between the rivers Shetucket and Quinebaug, where Owaneco and his people had formerly sojourned.

This settlement was made during the winter and spring of 1678. The Indians who were afterwards known as the Showtuckets, were amply provided with corn and the necessities for a new start in life and a fort was built for their protection. Rev. Mr. Fitch observes in his report to the General Court as follows:

"I am sufficiently informed there are a considerable number more abiding with Uncas, who are doubtless willing to come and settle with the others, but are merely hindered by Uncas." (Conn. Col. Rec. 2, 591.)

Due to the enmity and intrigues of Uncas, the settlement seems to have languished for a few years and finally tapered into extinction. Shortly after the settlement's inception, one of the Indians was waylaid and murdered. Uncas endeavored to fasten the crime upon the Mohawks but Rev. Mr. Fitch believed that it was done with Uncas' connivance and by some of his agents.

Indian fugitives in the meantime flocked to Norwich. The well known benevolence of Mr. Fitch was heralded far and wide and attracted many of these troublesome dependents to the town, but their thriftless habits and pilfering propensities were not conducive to the peace of the community. At length a vigorous effort was made to clear them all away, except those that were engaged as family servants.

The summer of 1676 was remarkable for a long continued drought. It was particularly severe in the southern part of Con-

necticut; the fields of Indian corn were parched, and the Mohegans were apprehensive that they should lose their whole crop. They had recourse to powwows, incantations, and various heathenish rites but no rain came. At length they applied to the Rev. Mr. Fitch, entreating him to intercede with the Lord of the harvest to refresh their drooping fields with the customary showers.

Of this drought and his successful prayer for rain Rev. Mr. Fitch wrote what he called "a true narrative of that providence" as follows:

"In August last, such was the want of rain, that the Indian corn was not only dried and parched up, but the apple trees withered, the fruit and leaves fell off as in autumn, and some trees seeming to be dead with that drouth; the Indians came into town and lamented their want of rain, and that their powwows could get none in their way of worship, desiring me that I would seek to God for rain: I appointed a fast day for the purpose; the day being come it proved clear without any clouds until sunsetting when we came for the meeting, and then some clouds arose; the next day remained cloudy; then Uncas with many Indians came to my house. Uncas lamented there was such a want of rain: I asked whether if God should bring us rain, would he not attribute it to their powwows; he answered 'no,' for they had done their utmost and all in vain: I replied, if you will declare it before all these Indians you shall see what God will do for us, for although this year he hath shown his anger against the English and not only against the Indians, yet he hath begun to save us, and I have found by experience twice in the like case, when we sought by fasting and prayer, he hath given us rain, and never denied us."

"Then Uncas made a great speech to the Indians (which were many) confessing that if God should send more rain, it could not be ascribed to their powwowing, but must be acknowledged to be an answer of our prayers. This day they (the clouds) spread more and more, and the next day there was such plenty of rain that our river rose more than two feet in height." (See Hubbard's Narrative of Indian Wars.)

All historians agree that Uncas was changeable and vacillating in character and delighted to employ the wiles of trickery. The sachem's recognition of the mighty power of God in the successful prayer for rain, was in 1676. But in May, 1678, Rev. Mr. Fitch depicts his character as an "underminer of praying to God" and



ONE OF THE FIRST STORES IN NORWICH, CONN.
Now used as Chapter House by Faith Trumbull Chapter, D. A. R.



THE OLD STABLE IN REAR OF THE OLD CHURCH, NORWICH, CONN.



ENTRANCE TO THE OLD BURYING GROUND, NORWICH, CONN.
Through the gates inscribed by Faith Trumbull Chapter, D. A. R., with names of
soldiers of the Revolution buried within



THE FIRST HOME OF MAJOR JAMES FITCH II IN NORWICH, CONN.
(Prior to his removal to Canterbury, Conn. in 1698) stood near the present residence
of Wallace S. Allis, shown above



THE OLD SCHOOL HOUSE, NORWICH, CONN.



First Congregational Church. Organized 1660.
Norwich, Conn.

FIRST CONGREGATIONAL CHURCH OF NORWICH, CONN., ORGANIZED 1660

accuses Uncas of hostility to the English, hatred of their rulers, laws, and religion; of cunning, malice, robbery, oppression and breaking of pledges, closing the statement by saying that he is:

“The greate opponent of any meanes of soul’s good and concernment to his people and abounding more and more in dancings and all manner of heathenish impieties since the warrs, and vilifying what hath been done by the English and attributing the victory to their Indian helps.” (See Gookin’s Hist. of the Indians and Conn. Col. Rec., 2, 593.)

Miss Caulkins says in this regard, “Such is the latest contemporary portrait of the sachem Uncas, drawn too by a truthful, tender hearted, saintly man, proverbially the friend of the aborigines, and a benefactor to the sachem himself. Yet there were some valuable points about Uncas. He manifested a certain degree of native talent, a more than common share of worldly wisdom and a persevering activity in securing the independence of his tribe.”

It is certain that the Rev. Mr. Fitch had personal influence with this wily sachem which reacted to the benefit of Norwich and the United Colonies.

It is generally agreed by historians that an able scholar and expert penman like the Rev. Mr. Fitch undoubtedly kept an ample and accurate record of his little church at Norwich but unfortunately no such record is extant.

One document, however, belonging to the period of his ministry, having been put in print is extant, and of great interest. This is the Covenant made, or renewed, by the church on the day of the public Fast in the spring of the year 1676, while the war with King Philip and the Narragansett Indians was yet in progress, and the hearts of the people were solemnized by a succession of desolating judgments.

“We intend, (says Rev. Mr. Fitch) God willing, to take that very daye solemnly to renew our covenant in our church state, according to the example in Ezra’s time, and as was sometime practised in Hartford congregation by Mr. Stone, not long after Mr. Hooker’s death. If other churches doe not see cause to doe the same, yet wee hope it will not bee offensive; but doe verily conclude if that be rule for practice, this is a time when the Providence of God, does in a knocking and terrible manner call for it.” (See Letter to the Council, March 13th, Conn. Col. Rec., 2, 417.)

Miss Caulkins says that “this Covenant renewed is one of the

most intensely searching spiritual and apostolic documents to be found in our New England annals. It is admirable as a composition, and in this respect likewise creditable to its reverend author." A printed copy is lodged in the Pastoral Library of the First Society at Norwich (See also App. to Gilman's Bi-centennial Discourse, and sermon by Rev. H. P. Arms, Norwich Jubilee, p. 524.)

It contained the following specific provisions:

1. That all children from 8 or 9 to 13 years of age, should be presented in the public Congregation every Lord's Day to be catechized.

2. That after 13 years of age, while they remained under the family government of parents or others, they should attend a private meeting of religious instruction provided for them.

3. That when grown up and at their disposal, they should be required to take hold of the Covenant of their Fathers, or at least should use means to prepare themselves for it; if negligent in this particular they were to be admonished; and if obstinately so, to be "cut off from the Congregation by the dreadful ordinance of excommunication."

4. That as parents were commonly too indulgent to their children, and negligent in admonishing and restraining them, the church should appoint certain Brethren to take notice of the behaviour of young persons, warning and admonishing both them and their parents, at first in private, but if that were ineffectual, to make public complaint of them.

5. That the Sacrament of the Lord's Supper should be observed once in six weeks.

6. That Brethren of the Church should solemnly pledge themselves to rebuke and admonish one another faithfully according to Christ's order, taking notice of all offensive behaviour, and suffering no sin to rest unreprieved upon a Brother.

7. That this Covenant should be publicly read once every year on a day of fasting and prayer and that it should be enjoined on their children to do the same.

Another illustration of the kindness of heart of the Rev. Mr. Fitch is shown by the fact that he was so lenient in collecting his recompense as minister for Norwich that after a few years the deficiencies became so progressive and obvious as to call for the rebuke and interference of the town as follows:

“Jan. 7, 1686—Whereas the Selectmen and some others have presented to us the great need, reason and necessity for us to consider of some suitable but thorough way of doing what ye law of God and man and duty obliges to, viz. the discharge of that obligation wee lye under with respect to the maintenance of our Revd. minister, and in that it appearing unto us that ye great lenitie of the Revd Mr. Fitch towards some is too much abused and in that many are got unto a way of slightiness and remissness in making of due payment not only what is their just due but allsoe of what they are able, now therefore that we might all be more thorow soe as the work of God may not fail amongst us tis now unanimously agreed that for time to come the rate be put into the Collectors hands and each man to account with them and no man to be cleared until by the Collectors the rate be crossed and each one to clear his rate by the first of Feb. or March annually.

“To be payed one third in wheat at 4s. per bu. one third in rye or pease at 3 s. and one third in Indian corn at 2 s., or what is equivalent.”

As a general rule, the collectors were instructed to leave out such poor men and widows as they should judge ought to be exempted from the rate.

In 1694, Mr. Fitch was suddenly disabled from preaching by a stroke of palsy. This led to the following action:

“At a town meeting September 12, 1694—Inasmuch as it hath pleased God to lay his afflicting hand upon our Reverend pastor, Mr. James Fitch that at present he is disabled with respect to the work of the ministry among us—wherefore the towne appoint Left. Thomas Leffingwell, Left. William Backus, Simon Huntington Senr., Thomas Adgate and Richard Bushnell a Committee to treat with Mr. Jabez Fitch with respect unto his succeeding of his father in the work of the ministry among us.”

Rev. Mr. Jabez Fitch, son of Rev. Mr. James Fitch, had just completed his course of study at Cambridge (Harvard) and was twenty-two years of age. He consented to occupy the pulpit of his father on trial. A vote was passed “to pay the charge of sending for him from the Collidge,” and a rate allowed for his salary. After remaining with the people more than a year, the town declared themselves well satisfied and invited him to become their permanent pastor. He declined a settlement, although his reasons are not found on record.

A second invitation was extended to him in August, 1696, but with no better success. It is probable that he wished for a longer course of preparation before taking charge of a parish.

Rev. Mr. Jabez Fitch was subsequently elected Tutor and Fellow of Harvard College, which may be considered honorable testimony in favor of his scholarship.

The preamble of a vote on Aug. 29, 1698, mentions the melancholy fact that the town of Norwich is "yet destitute of a preaching minister," and nine persons were designated as a committee, who in concert with the Rev. Mr. Fitch, were authorized to look out for a pastor.

This reference to the Rev. Mr. Fitch in 1698 shows that his mind still retained its vigor and that the people of Norwich were in the habit of resorting to him for counsel and direction. Nor were the Norwich townspeople unmindful of their obligation to him in his illness. After he was disabled from service, a rate was annually collected for his use, amounting to thirty, forty, and in one year, to seventy pounds. There can be little doubt that he was favored also with many free-will offerings, and that his people were studious to please and gratify him in the choice of a successor.

The church organization of the Rev. Mr. Fitch extended not only over the nine mile square of Norwich but took in the new settlements of Windham and Canterbury, Conn. In 1700 Capt. John Fitch of Windham, fourth son of the Rev. James, "owned ye Covenant of Grace" and was received into the Windham church by the new pastor, Rev. Mr. John Woodward. At the first town meeting held at Windham, under date of June 11, 1692, Capt. John Fitch was elected a town officer.

The correspondence of the Rev. Mr. Fitch with the Governor and Assistants of the Colony was very voluminous and among the State documents are letters still extant bearing his signature.

As a pastor, he was zealous and indefatigable. In addition to his multiple other labors, he trained several young men for the ministry as he himself had been trained by the Rev. Mr. Hooker and Rev. Mr. Stone.

Among those who received a part at least of their theological instruction from the Rev. Mr. Fitch were the Rev. Eliphalet Adams of New London, Conn., son of Mrs. Alice (Bradford) (Adams) Fitch and step-son of Major James Fitch; also the Rev. Mr. Sam-



TRUMBULL DWELLING AND COUNTRY STORE IN THE COLONIAL PERIOD
The Store in later years has become known as the "War Office"

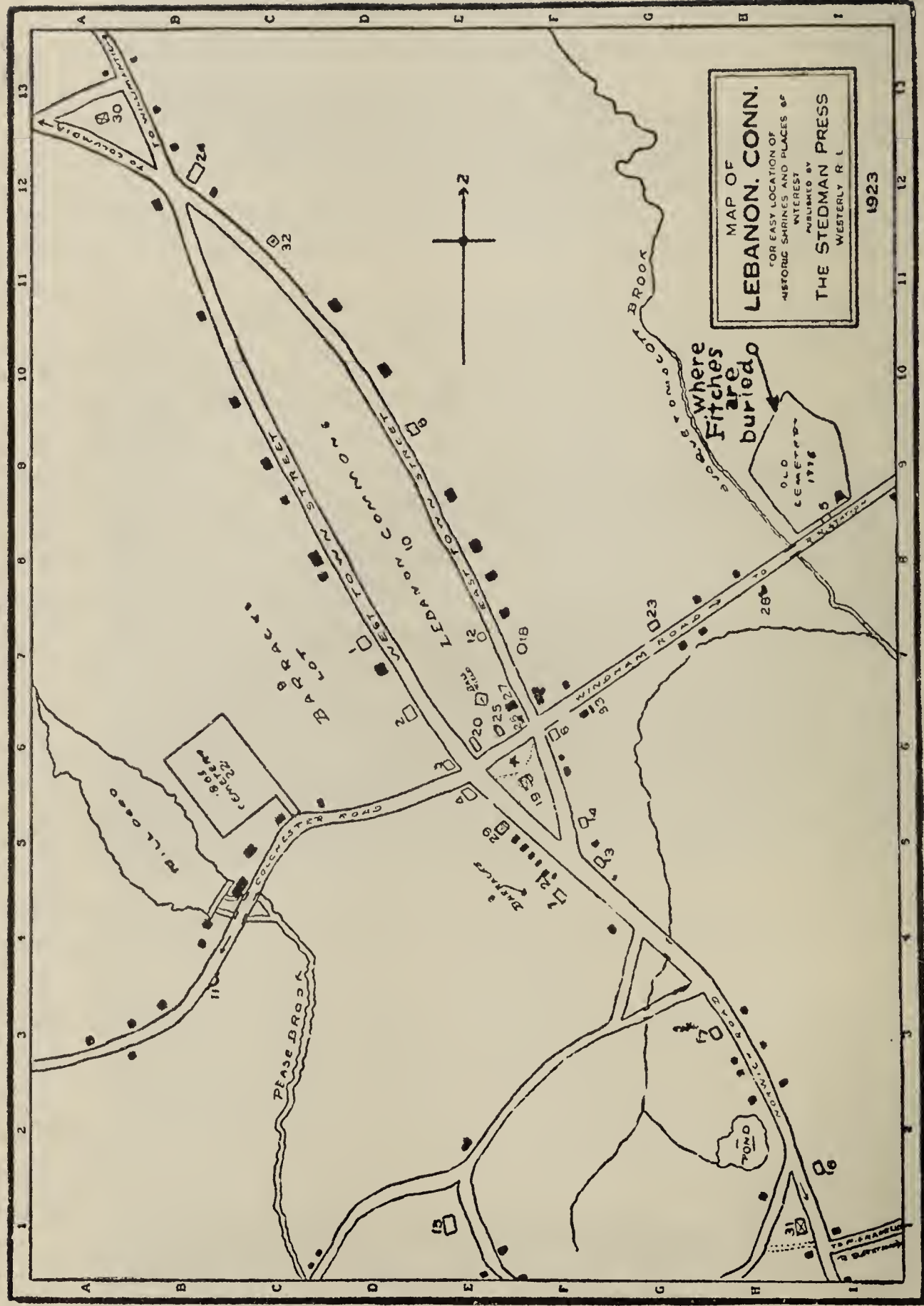
The Country Store in Lebanon, Conn. of Trumbull, Fitch and Trumbull, the headquarters in the Colonial period before the Revolution, of the immense shipping business in which Governor Jonathan Trumbull and Colonel Eleazer Fitch of Windham, Conn., were partners. (See biography of Colonel Eleazer Fitch). They owned a large fleet of vessels engaged in foreign commerce and their ports were New London and Haddam, Conn.



Here Governor Trumbull urged his friend and former partner, Colonel Eleazer Fitch, to espouse the patriot cause and General Washington, who was present, offered Fitch high command in the American army. Fitch refused and remained a Royalist, moving to Canada at the close of the Revolution



The view above is of the Lebanon Commons which was the camp and parade grounds of the French Army of Count de Rochambeau, quartered here during the Revolution. Many Fitches from Lebanon served on the American side during the Revolution



LEBANON, CONNECTICUT

Was founded and named by the Rev. Mr. James Fitch I. It was a part of the "Fitch Seven-Mile Tract" given by the Indian Chief, Owaneco, son and successor of Uncas, to Rev. Mr. Fitch in acknowledgment of favors received.

uel Whiting of Windham who married in 1696, Elizabeth Adams, the half-sister of Rev. Eliphalet Adams and step-daughter of Major James Fitch.

In the early days when colleges and academic facilities were limited, a course of study in the family of some experienced divine was the usual method of fitting young men for the ministry.

In 1695, the year after Rev. Mr. Fitch was rendered unable to preach by a stroke of palsy, a settlement was made "at a place called by the Indians, Pomakuck, near Norwich."

Pomakuck was a tract of land upon Deep River brook, near the borders of Lebanon and Franklin, the latter being then a part of Norwich. In October, 1666, a grant was made to Rev. Mr. Fitch of 120 acres adjoining a legislative grant of 500 acres to Major John Mason, which had been made in 1663. (See Conn. Col. Rec. 2, 49.) To this grant to Rev. Mr. Fitch, Owaneco, the son and successor of Uncas, at a subsequent period, added a tract five miles in length and one in breadth in acknowledgment of favors received from the Rev. Mr. Fitch. This gift of land was familiarly called "Mr. Fitch's Mile," although the strip was over a mile in width and about seven miles in length instead of five, as land measurements were liberal in those days. The Mason and Fitch grants and others added later, made up the town of Lebanon, Conn. The distribution into lots, the occupations and actual settlement of the town began in 1695. In the earliest roll of inhabitants, made soon after 1700, are the names of four sons of the Rev. Mr. Fitch, Capt. Jeremiah, Capt. Nathaniel, Joseph and Deacon Eleazer. Capt. Jeremiah Fitch removed from Lebanon after 1703 and settled on lands near what is now Coventry, Conn.

According to tradition, the township was named by Rev. Mr. Fitch before a house had been built, or a tree felled by a white man upon the tract. Within the bounds of "Mr. Fitch's Mile," was an extensive cedar forest which by the principle of association, assisted also by the height of the land probably led the owner to think of the "Cedars of Lebanon," and thus bestow the name of Lebanon on the whole tract.

If he were living today he would be contented with his handiwork, assisted by nature's bountiful aid.

Quiet, beautiful, dignified, historic Lebanon! It is a place that every Fitch should visit. • Lebanon's population today is under 2,000

and its park-like appearance makes it an ideal Mecca for pilgrimages made by descendants to lay wreaths and beautiful flowers upon the graves of the fathers, founders and patriots that rest in the bosom of the old burying ground.

In the year 1701, the Rev. Mr. Fitch retired to Lebanon to spend the few remaining days of his eventful life. A brief summer he passed in its quiet, secluded shades while death gently approached. Truly the inscription on his gravestone says, "he fell asleep in Jesus, Nov. 18, 1702, in the 80th year of his age."

His youngest three sons, Capt. Nathaniel, Joseph and Deacon Eleazer, early settlers of Lebanon, are snugly resting by their father's side in the old cemetery with headstones to point out their graves. Capt. Nathaniel and Joseph had large families, a large proportion of which were sons. Deacon Eleazer died without issue.

Rev. Orlo D. Hine in his "Early Lebanon," (p. 154) says "the Fitches became numerous, had capacity, and were prosperous and influential."

All the fourteen children of Rev. Mr. Fitch by both marriages with the exception of his daughter, Elizabeth, are referred to as among the living, in the will of their father, February, 1696. It is not improbable that twelve of his children marched in silent awe and sadness behind his coffin as it was borne to the grave.

The date of the death of his second wife, Priscilla (Mason) Fitch has not been ascertained. She was living in 1710, eight years after the death of Rev. Mr. Fitch, as her signature "Priscilla Fitch" is attached, with the names of other Mason heirs, to a quit-claim deed to rights in Mohegan lands derived from her father, Major John Mason, dated March 20, 1710.

THE GRAVE OF REV. MR. JAMES FITCH I.

His grave in the old burying ground at Lebanon, Conn., near the resting place of the Trumbulls, is marked by an upright slab bearing the following inscription, said to have been written by his son, Rev. Jabez Fitch, (Mass. Hist. Soc. Coll., First Series x., 68.)

REMEMBER ETERNITY.

"IN HOC SEPULCRO DEPOSITAE SUNT RELIQUIAE
VIRI VERE REVERENDI D: IACOBI FITCH: NATUS
FUIT APUD BOCKING IN COMITATU ESSEXLAE IN
ANGLIA, ANNO DOMINI 1622 DECEMBR 24- QUI POST-
QUAM LINGUIS LITERATIS OPTIME INSTRUCTUS



ANCIENT MARKER OVER GRAVE OF REV. MR. JAMES FITCH I (1622-1702)
IN THE OLD CEMETERY IN LEBANON, CONNECTICUT

It is remarkable that the Latin inscription is still plainly legible (1929). This epitaph furnishes indisputable proof of the direct line of descent of Connecticut Fitches from the Fitches of County Essex, England. One of the objects of the newly organized Fitch Family Association, will be to provide perpetual care of the graves of the early Fitch ancestors in Connecticut



VIEW OF THE OLD CEMETERY IN LEBANON, CONNECTICUT

Showing the Fitch Graves in Relation to the Trumbull Vault (where rests the remains of Governor Jonathan Trumbull, Revolutionary Governor of Connecticut). This "old burial ground" crowns a natural mound upon the summit of which a tall and stately elm stands "like a sentinel of the night on guard over the city of the dead"



HERE REST MANY FITCH SOLDIERS OF THE REVOLUTION

View of Grave of Rev. Mr. James Fitch I in relation to the Robinson Shaft. Here among the time-worn, moss grown gravestones one may find the last resting places of many Fitches who fought in the struggle for American independence. The names of Fitch Revolutionary soldiers buried in Lebanon include Capt. Abraham Fitch, Capt. Andrew Fitch, Capt. James Fitch, Ichabod Fitch and Simon Fitch

FUISSET IN NOVANGLIAM VENIT AETAT. 16 ET DEINDE VITAM DEGIT HARTEORDLAË PER SEPENNIO SUB INSTITUTIONE VIRORUM CEEBERIMORUM D: HOOKER ET D: STONE POSTEA MTNERE PASSORALI FUNCTUS EST APUD SAYBROOK PER ANNOS 14 ILLINC CUM ECCLESIAE MAIORI PARTE NORVICUM MIGRAVIT ET IBI CETEROS VITAE ANNOS TRANSEGIT IN OPERE EVANGELICO IN SENECTUTE VERO PRAE CORPORIS INFIRMITATE NECESSARIO CESSABAT AB OPERE PUBLICO : TANDEMQUE RECESSIT LIBERIS APUD LEBANON UBI SEMIANNO FERE EXACTO OBDORMIVIT IN IESU ANNO 1702 NOVEBR 18 ETAT 80 VIR, INGENII ACUMINE, PONDERE JUDICII, PRUDENTIA CHARITATE, SANCTIS LABORIBUS, ET OMNIMODA VITAE SANCTITATE PERITIAQUOQUE ET VI CONCIONANDI NULLI SECUNDUS."

TRANSLATION.

"In this grave are deposited the remains of that truly reverend man, Mr. James Fitch. He was born in Bocking, in the County of Essex, in England, the 24th day of December, in the year of our Lord 1622; who after he had been most excellently taught the learned languages came into New England at the age of sixteen, and then spent seven years under the instructions of those very famous men, Mr. Hooker and Mr. Stone. Afterwards he discharged the pastoral office fourteen years at Saybrook. Thence he removed with the major part of his Church to Norwich, where he spent the other years of his life in the work of the gospel. In his old age indeed he was obliged to cease from his public labors by reason of bodily indisposition and at length retired to his children at Lebanon, where after spending nearly half a year, he slept in Jesus in the year 1702, on the 18th day of November, in the 80th year of his age."

"He was a man as to the smartness of his genius, the solidity of his judgment, his charity, holy labors, and every kind of purity of life, and also as to his skill and energy of preaching, inferior to none."

In 1859 at the celebration of the two hundredth anniversary of the settlement of Norwich, Dr. Daniel Coit Gilman, President of Johns Hopkins University, delivered an address that contained high praise of Mr. Fitch, Major Mason and the other pioneers of Norwich. It was published with a carefully prepared list of the published writings of Mr. Fitch.

The descendants of the Rev. Mr. James Fitch soon became

numerous. Owing to the preponderance of sons in the early branches, the name widely spread, and today, (over three centuries after his birth) the descendants of Rev. Mr. James Fitch can be found in all parts of the United States. He had nine sons, and his eldest son, Major James Fitch II, had the same number of sons. Joseph had seven sons, and Capt. Nathaniel, fifteen children of whom eleven were sons. Deacon Eleazer, the youngest of the original family, was the only one who left no posterity.

Miss Perkins says, "the Fitch daughters are said to have been very handsome and attractive."

Not one of the sons established his permanent home in Norwich. Each one hewed his own home out of the depth of the wilderness and helped to advance the borders of civilization.

Rev. James Fitch's children by his first wife, ABIGAIL (WHITFIELD) FITCH, all born at Saybrook, Conn., were:

1. MAJOR JAMES FITCH II, born Aug. 2, 1649, founded Canterbury, Conn. His biography is contained in a separate chapter.

2. ABIGAIL FITCH, born Aug., 1650, married Capt. John Mason II, son of Major John Mason, and had two children. (See Norwich (Conn.) Vital Records.)

3. ELIZABETH FITCH, born Jan., 1651-2, married Rev. Edward Taylor of Westfield, Mass., Sept. 5, 1674; she died in 1689, having had eight children, most of whom died young.

The Rev. Mr. Taylor who married Elizabeth Fitch and settled in the ministry at Westfield, Mass., had been a theological student in the family of Rev. Mr. Fitch and through this connection developed an affection for the daughter of his teacher.

A curious love letter that Elizabeth Fitch received from Mr. Taylor before their marriage has been preserved, (if not the original, at least a careful copy), which Miss Caulkins appropriately says, "displays in a striking manner the quaint and metaphorical taste of the age,—a taste, the decline of which can not be lamented, since it seems better adapted to the display of an elaborate fancy, than to express genuine feeling."

The address was accompanied with a crude sketch of a carrier dove with an olive branch in its mouth. Rev. Dr. Taylor then proceeds to show "that conjugal love should exceed all other love" but in illustrating this point he forgets the role of lover for that of the theologian and runs into the style of a sermon which would not prove



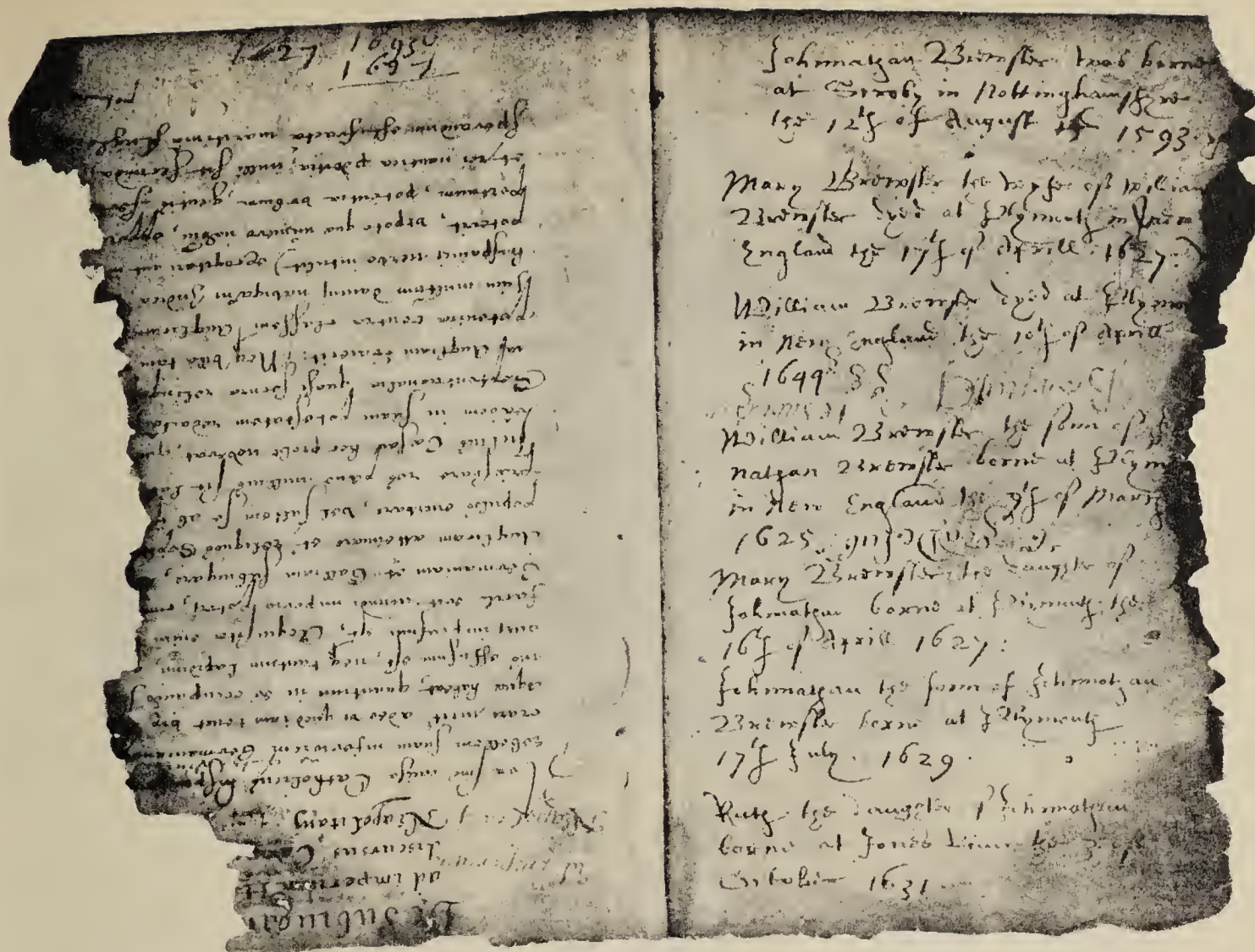
GRAVE OF CAPT. NATHANIEL FITCH
(son of Rev. Mr. James Fitch I), in the old cemetery, Lebanon, Conn.



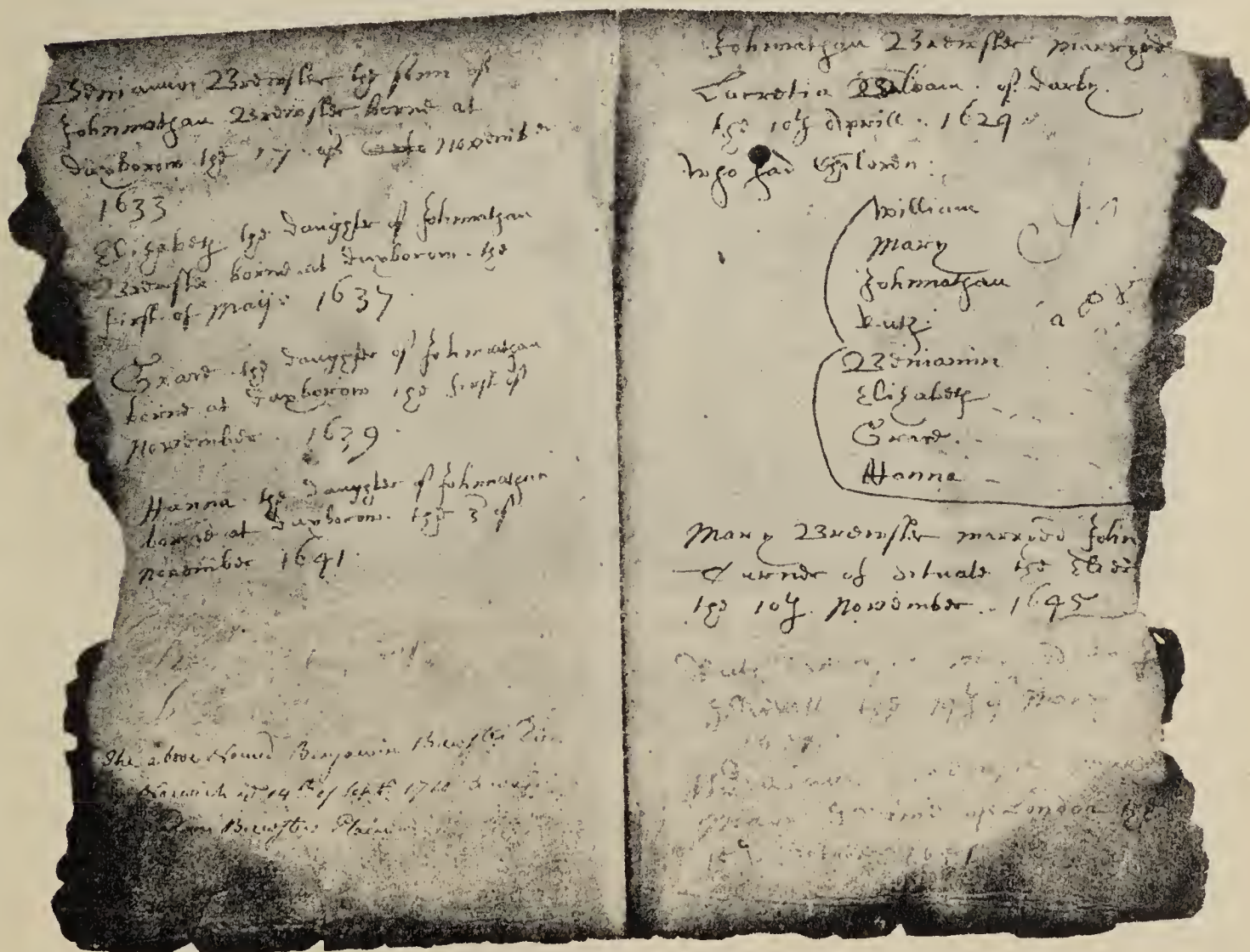
GRAVE OF CAPTAIN ABRAHAM FITCH, OFFICER IN THE REVOLUTION
and descendant of Capt. Nathaniel Fitch, in the old cemetery in Lebanon, Conn.



GRAVE OF CAPTAIN ANDREW FITCH, OFFICER IN THE REVOLUTION
and descendant of Samuel and Mary (Brewster) Fitch, in the old cemetery in
Lebanon, Connecticut



A Facsimile Reproduction of Pages 217 and 216 in The Brewster Book



A Facsimile Reproduction of Pages 213 and 212 in The Brewster Book

"THE BREWSTER BOOK" RECORDS THE MARRIAGE OF SAMUEL FITCH,
SON OF REV. MR. JAMES FITCH I., TO MARY BREWSTER, GREAT-GRAND-
DAUGHTER OF ELDER WILLIAM BREWSTER OF THE "MAYFLOWER"
(Reproduced from "The Brewster Genealogy" by Emma C. Brewster Jones)



TWO VIEWS OF SCROOBY MANOR-HOUSE AS IT APPEARS IN 1929

This old Manor in the Nottinghamshire Village of Scrooby, England, was the residence of Elder William Brewster and here gathered the nucleus of the Pilgrim Church, the members of which later accomplished the voyage to the New World, landing from the "Mayflower" at Plymouth Rock in 1620

(Courtesy of Winchester Fitch, Esq., of New York City)

popular as a present-day love-letter. The drawing of the dove and olive branch, however, prove without doubt that the Rev. Dr. Taylor was pressing an ardent love suit in which he was successful. He was a man of great erudition and left a large number of MSS. to perpetuate his memory. After the death of his first wife, Elizabeth (Fitch) Taylor, whose daughter Hepzibah married Hon. John Pynchon, Rev. Mr. Taylor married Ruth Wyllis of Hartford. One of their daughters, by this marriage, was mother of President Stiles of Yale University, while their only surviving son, Eldred, was the progenitor of a numerous and distinguished family.

4. HANNAH FITCH, born Sept., 1653, married Thomas Meeks (Mix) of New Haven, Conn., June 30, 1679, and settled on the east side of the Shetucket river, within the limits of ancient Norwich. They had nine children. (See Norwich, Conn. Vital Records.)

5. SAMUEL FITCH, born April 16, 1655, married Nov. 28, 1678, Mary Brewster, daughter of Benjamin Brewster, granddaughter of Jonathan Brewster and great-granddaughter of Elder William Brewster of the "Mayflower." (For Brewster lines see "The Brewster Genealogy" by Emma C. Brewster Jones.) Samuel Fitch and Mary (Brewster) Fitch resided at Norwich and Preston, Conn.

They had children, Mary, born March 10, 1679-80; Samuel, born Oct. 5, 1681, died young; Hezekiah, born Jan. 7, 1682; Elizabeth, born Feb. 15, 1684; Abigail, born Feb. 1, 1686; Samuel, born Nov. 28, 1688; Deacon Benjamin, born March 29, 1691; John, born May 17, 1693; Jabez, born June 3, 1695; Pelatiah, born Feb. 18, 1698.

"The Brewster Book," a very old manuscript containing records relating to Elder William Brewster and his family has been loaned to the Massachusetts Society of Mayflower Descendants, by the owner, Mr. Cordilla Walker Fitch of Morrisville, Vt. None of the handwriting has been identified as that of Elder William Brewster, but there are entries which seem to prove that at the time of his death the book was a part of his estate. The Brewster Book passed from Elder Brewster to his son, Jonathan Brewster, one of the administrators of his father's estate, who began the entries. Jonathan Brewster recorded his own birth (which occurred in 1593), his marriage, and the birth of his son Benjamin. Benjamin Brewster recorded his own marriage, the birth of his daughter, Mary Brewster, her marriage to Samuel Fitch, and the birth of their son, Jabez Fitch.

Capt. Jabez Fitch, Jr., the "Prison Ship Martyr" whose biography appears elsewhere in this volume, recorded the marriage of his father, his own birth and marriage, the birth and marriage of his son, Cordilla, and the birth in 1798 of his grandson Jabez Deming Fitch, who was the father of the present owner.

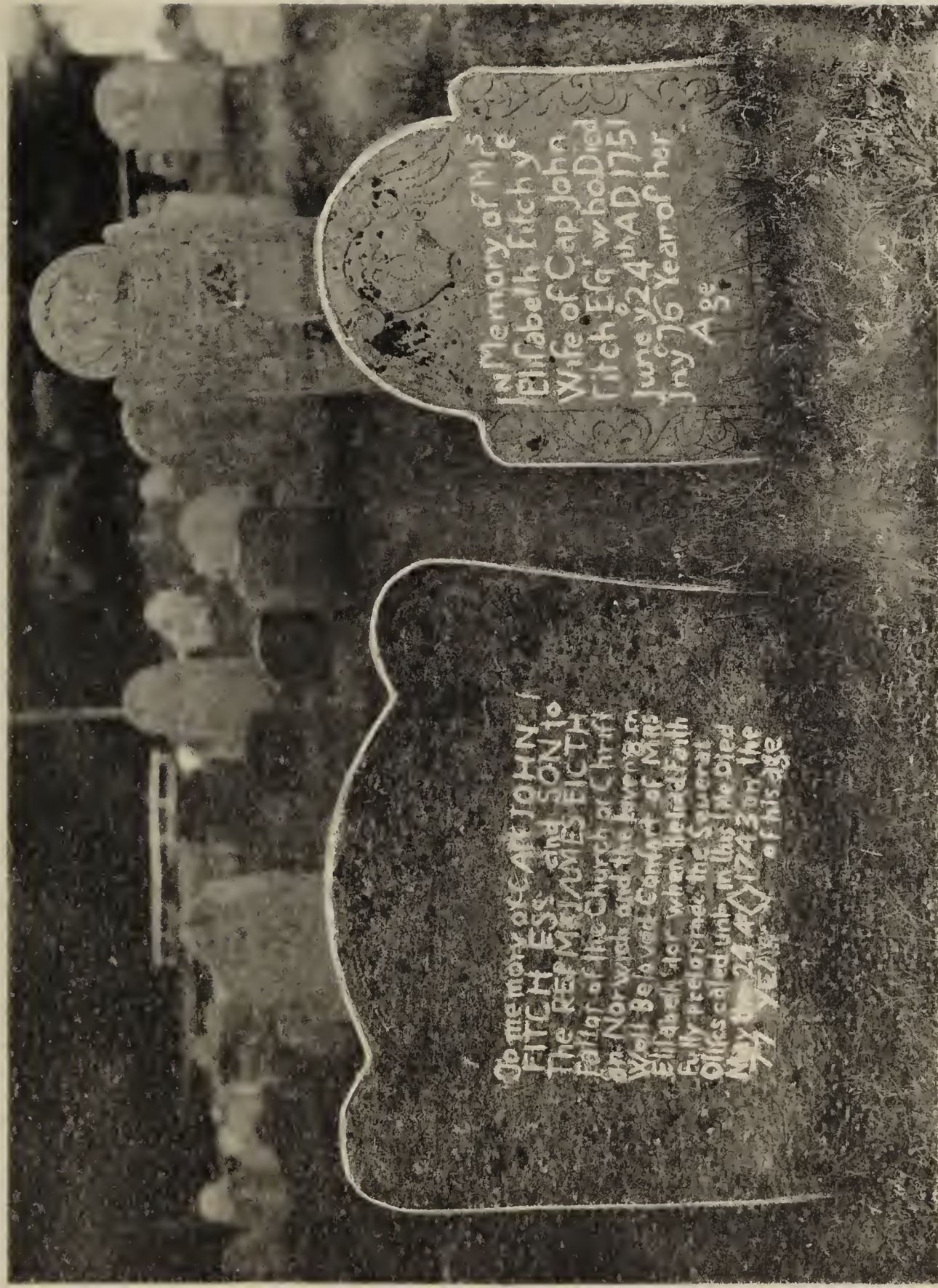
All of the entries in "The Brewster Book" have been published in "The Mayflower Descendant" and "The Brewster Genealogy." The book has been carefully bound and the leaves treated by the Emery Process to prevent further disintegration. "The Brewster Book" is kept in a safe at the Society House of the Massachusetts Society of Mayflower Descendants, No. 9 Walnut St., Boston, Mass. The book may be seen by visitors through the courtesy of George Ernest Bowman, Secretary of the Society.

6. DOROTHY FITCH, born April, 1658, became the second wife of Nathaniel Bissell, of Windsor, Conn., had two children, and died June 28, 1691. (See "Norwich (Conn.) Vital Records.")

Rev. James Fitch's children by his second wife, PRISCILLA (MASON) FITCH, all born at Norwich, Conn., were:

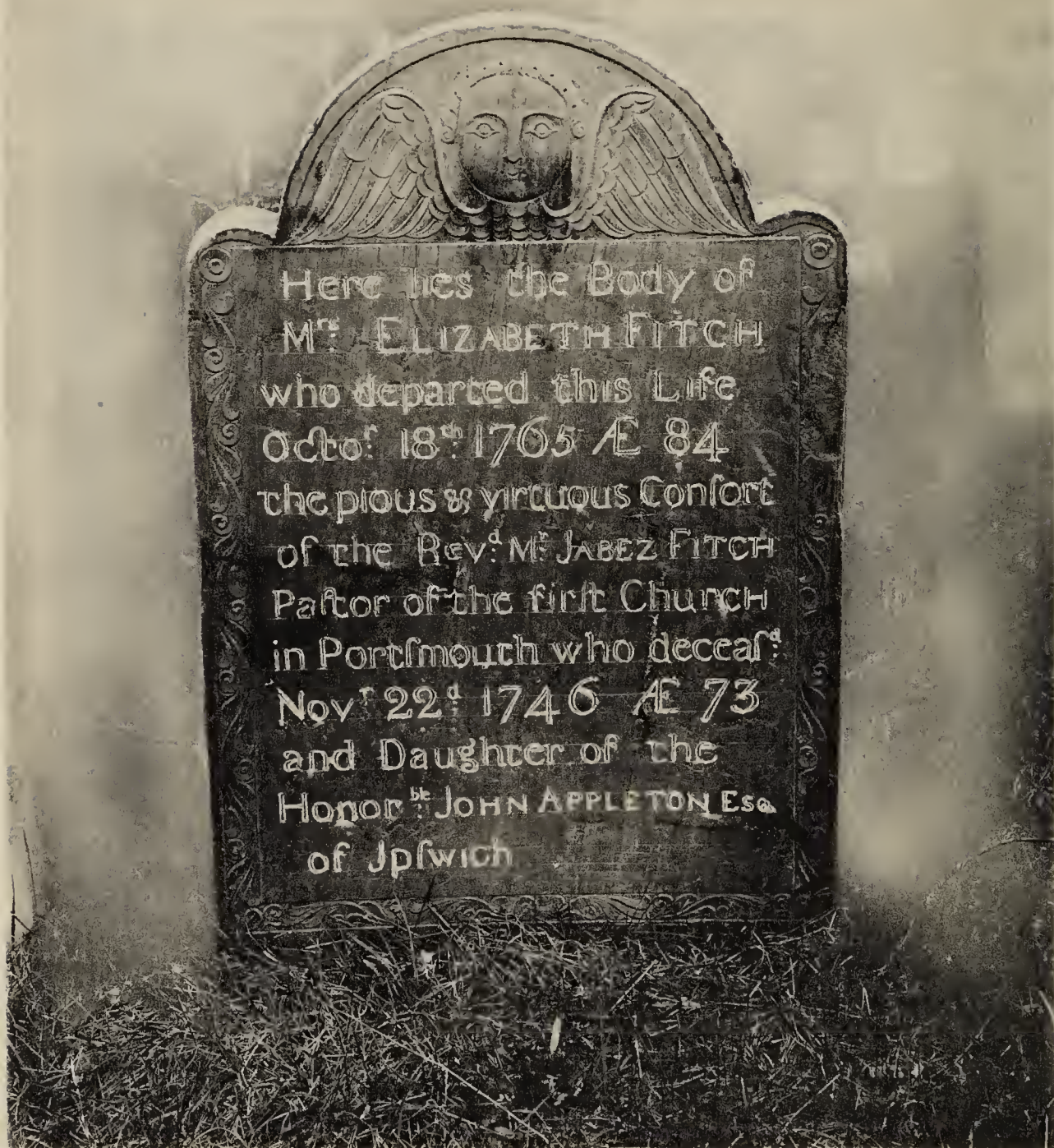
7. CAPTAIN DANIEL FITCH, born Aug. 16, 1665. He settled at New London, (at the place now known as Montville), Conn. He was an active soldier in the Indian wars of his day; and owned three farms, one at Dry Brook, one lying on both sides of "the Connecticut path," (the road to Hartford through Colchester), and a homestead at Trading Cove, which was a town grant to his father.

He married March, 1698, Mary Sherwood. She was either the widow or daughter of Capt. Matthew Sherwood of Fairfield, Conn., who married Mary Fitch, the daughter of Thomas Fitch I of Norwalk. Mary (Fitch) Sherwood is named in the will of her father, see chapter on the life of Thomas Fitch I. Capt. Daniel Fitch died June 3, 1711. They had children: (1) Capt. Adonijah, born April, 1700. (2) Capt. James, born Oct., 1702, according to Preston, Conn. records but in private records, Oct. 18, 1703. Capt. Adonijah Fitch married Anne, daughter of Robert Dennison, and settled at Lebanon, Conn. (3) Lemuel, born Jan., 1704. (4) Mary, born Sept., 1707, married 1726, Rev. James Hillhouse, first minister of Montville, Conn., and probably ancestor of all of that name in this country. She married second in 1740, Rev. John Owen of Groton, Conn. She died 1768. (5) Daniel, married Nov. 16, 1732, Sarah Sherwood, daughter



MARKERS OVER GRAVES OF CAPTAIN JOHN FITCH I

(Son of Rev. James Fitch) and his wife, Elizabeth, in the old cemetery, South Windham, Conn.



MARKER OVER GRAVE OF REV. MR. JABEZ FITCH

(Son of Rev. Mr. James Fitch I) in the old cemetery in Portsmouth, N. H. Rev. Mr. Jabez Fitch was a Fellow and Tutor of Harvard College and later Pastor of the First Church in Portsmouth, where he died. The marker was erected by his wife, who survived him

of Samuel Sherwood of Stratford, now Bridgeport, Conn. (See Baker's "History of Montville, Conn.")

8. CAPTAIN JOHN FITCH, born Jan., 1667. He received from his father, May 13, 1696, the gift of a thousand acres right in Windham, Conn., the home lot of which was number 13 at the center, and the house built by him remained in the family over a hundred years. He had a superior education for that day and was a prominent and useful citizen. He was chosen Town Clerk of Windham, Dec. 4, 1704, which office he held by successive annual re-elections, until his death in 1743, a period of thirty-eight years.

He was also for a short time Judge of Probate, and Captain of Militia, and represented the town in the Colonial Legislature at twenty different sessions, from 1712 to 1742. He first "owned the Covenant" in the Norwich Church, of which he was a full member in 1700. He was a gentleman of wealth, high social position, and extensive influence.

He married July 10, 1695, Elizabeth Waterman, eldest daughter of Thomas and Miriam (Tracy) Waterman, of Norwich, Conn. Capt. John Fitch died May 24, 1743, aged 75 years; his wife died June 25, 1751, aged about 76 years. Their children were (1) Elizabeth, born June 1, 1696, married Nathaniel Webb, of Windham, Conn., son of Samuel Webb, the first Windham settler of that name, and became the ancestor of the Windham and Scotland (Conn.) Webb families. (2) Miriam, born Oct. 17, 1699, married Hezekiah Riley of Windham, and died in 1744, without issue. (3) Priscilla, born Feb. 5, 1702, married Rev. Solomon Paine of Canterbury, Conn. (4) Capt. John Fitch II, born March 18, 1705, married 1731, his second cousin, Alice Fitch, daughter of Ebenezer Fitch of Windsor, Conn., granddaughter of Major James Fitch II, and great-granddaughter of Rev. James Fitch I. Capt. John Fitch II died Feb. 19, 1760, aged 54 years, 11 months.

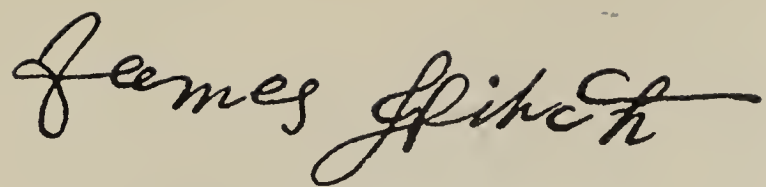
9. CAPTAIN JEREMIAH FITCH, ancestor of the Coventry, Columbia, Andover, Willimantic and Bolton, Conn., Fitch families, settled at Lebanon, Conn., where lands had been granted him soon after his marriage. He remained there until 1703, (perhaps a little later) when he removed and settled on lands now included in South Coventry, Conn. The home farm owned by him in Coventry (in which town the farm was included in 1723) was still in possession of his descendants in 1886. Miss Caulkins gives it as tradition that the

Fitches always selected their farms beside rivers, and were noted for securing the best lands. Capt. Jeremiah Fitch certainly acted in accordance with this tradition; his farm which was located in the "Flanders District" and was called "the mile and a quarter," was a beautiful and excellent one, including a large slice of the Willimantic "Meadows." These are mentioned in the early records where the first Windham and Norwich settlers, it is said, were accustomed annually to resort for their winter supply of hay before the country was much cleared.

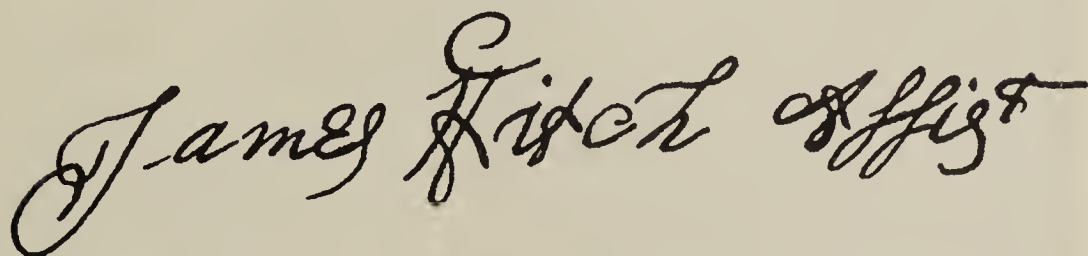
In October, 1708, Jeremiah Fitch was commissioned Captain of the second company of militia in the town of Lebanon. This second company was probably in the Second Society (now the town of Columbia, Conn.,) then known from the shape of the district, as Lebanon Crank. Capt. Jeremiah Fitch and his wife were members of the Windham Church before the Coventry church was formed, and the first mention of him in the latter Church's records (the first portion of which is missing) is October 22, 1719, when he was appointed one of the committee to "seat" the inhabitants of the "Mile and a Quarter" in the meeting-house, i. e. to assign them their proper places. In 1723 he was chosen a Selectman of Coventry, which office he held for six years—the last time being in 1735. He represented the town in the General Assembly during ten sessions (1725-1734), possessed considerable influence in town affairs, and was esteemed by his contemporaries.

He was, according to family tradition, a noted land surveyor, and surveyed much of the towns of Lebanon, Coventry, and, it is said, a portion of Windham, Conn. There are some interesting facts in the life of Captain Jeremiah Fitch, as related by Hon. J. Hammond Trumbull, in an account of the "Hartford Riot," published in the "Hartford Press" some years ago. These, from their inaccessibility to general readers, are worthy of preservation here for the benefit of those particularly interested.

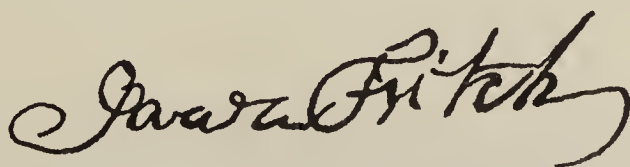
After giving some account of the will of the Indian chief, Joshua Uncas and his legatees, as well as of the difficulties concerning land titles that arose in consequence, Trumbull wrote: "About 1700, pioneer settlers found their way from Hartford and Windsor to what is now probably the southeast part of Coventry, some under former conveyances from the legatees, others by 'squatters' law' and took possession of lands about Wongumbaug pond, between Hop and



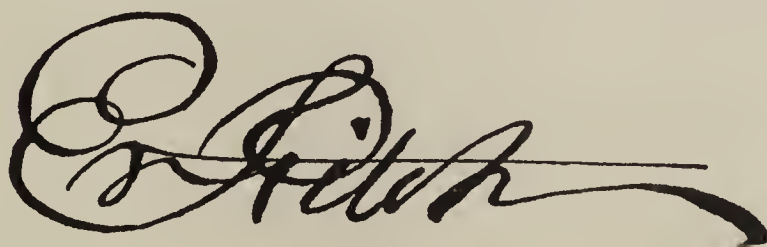
(Facsimile of Signature of Rev. Mr. James Fitch I in 1651)



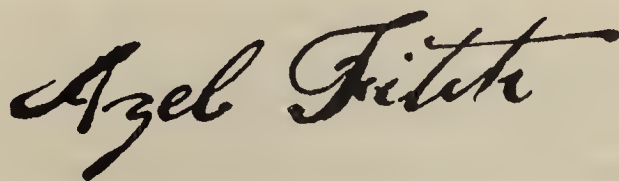
(Major James Fitch II., Assistant Governor of Connecticut)



(Col. Jabez Fitch, son of Major James Fitch and Grandson of Rev. Mr. James Fitch I)



(Colonel Eleazer Fitch, Royalist during the Revolution, son of Joseph and Grandson of Rev. Mr. James Fitch I)



(Captain Azel Fitch, officer in the French and Indian War, son of Joseph and Grandson of Rev. Mr. James Fitch I)



HOUSE BUILT BY CAPT. ABNER FITCH (1703-1798), (SON OF CAPT. JEREMIAH, GRANDSON OF REV. MR. JAMES FITCH I.) AT COVENTRY, CONN.



HOUSE BUILT BY JEREMIAH FITCH (1737-1796), (SON OF CAPT. ABNER FITCH OF COVENTRY, CONN.) AT VERNON, CONN.

The farm remained in possession of the Fitch family until about 1830, when it was sold by the widow and sons of Thaddeus Fitch, previous to their emigration to Ohio. The manufacturing village of Talcottville is now located on it

(Photos from John G. Fitch, "Genealogy of the Fitch Family in North America," published at Olmsted, Ohio, in 1886)

Willimantic rivers. Not far above the junction of the two streams, Capt. Jeremiah Fitch had purchased a considerable tract and established his residence. He was a brother of Major James Fitch of Canterbury, Conn., who at this time was one of the most popular and influential men in Eastern Connecticut, though a determined opponent of Gov. Gurdon Saltonstall.

“His house, however, and part of his farm, was south of the boundary of Coventry, as first established, and was alleged to be within the tract reserved by the Indian chief Joshua Uncas for his sons, and was conveyed by Abimeleck, the last surviving son of Uncas, to Major John Clark and Rev. Thomas Buckingham, of Saybrook, Conn. In May, 1721, Major Clark brought an action in the Superior Court of Hartford County to recover possession. The case was obstinately contested on both sides, and in March, 1722, judgment was given for plaintiff, and execution granted for costs, amounting to £14 13s. Capt. Fitch was obstinate—it was returned unsatisfied, and he was committed to Hartford Prison. His neighbors at Hop River, ‘the Mile and a Quarter,’ Lebanon and Coventry, were indignant, and similar action was threatened against some of themselves. There was, indeed, scarcely a farm in that region over which there were not two or three conflicting titles. They resolved on a demonstration.

“On Monday afternoon, October 22, 1722, a party from Hop River, and some from East Windsor, about fifty in all, crossed the Hartford ferry and marched to the jail to demand the immediate release of Capt. Fitch. The jailor refused compliance—but a battering-ram was soon found, a piece of timber lying near—the door was burst open—they rushed in and carried off Capt. Fitch in triumph. Their retreat, however, was not unmolested. Col. Wm. Whiting, the High Sheriff, with some assistance, overtook them at the riverside and made every exertion to recapture the prisoner. His efforts were unavailing. The rioters, after the interchange of a few blows, and much scuffling, all got on board the ferry boat and compelled the ferryman, in spite of Col. Whiting’s command to the contrary, to put off from the shore and land them on the east side.

“At the Special Court, May, 1723, fifteen were convicted of riot, etc. Two were sentenced to be branded in the forehead, others were fined from £2 to £20, and two or three escaped by giving evidence for the prosecution. Capt. Jeremiah Fitch was fully acquitted of all participation in the riot and ‘burglary’—the Court not regarding it

as a crime, or even evidence of 'burglarious intent' that he walked out of prison with his friends, when the doors were open.

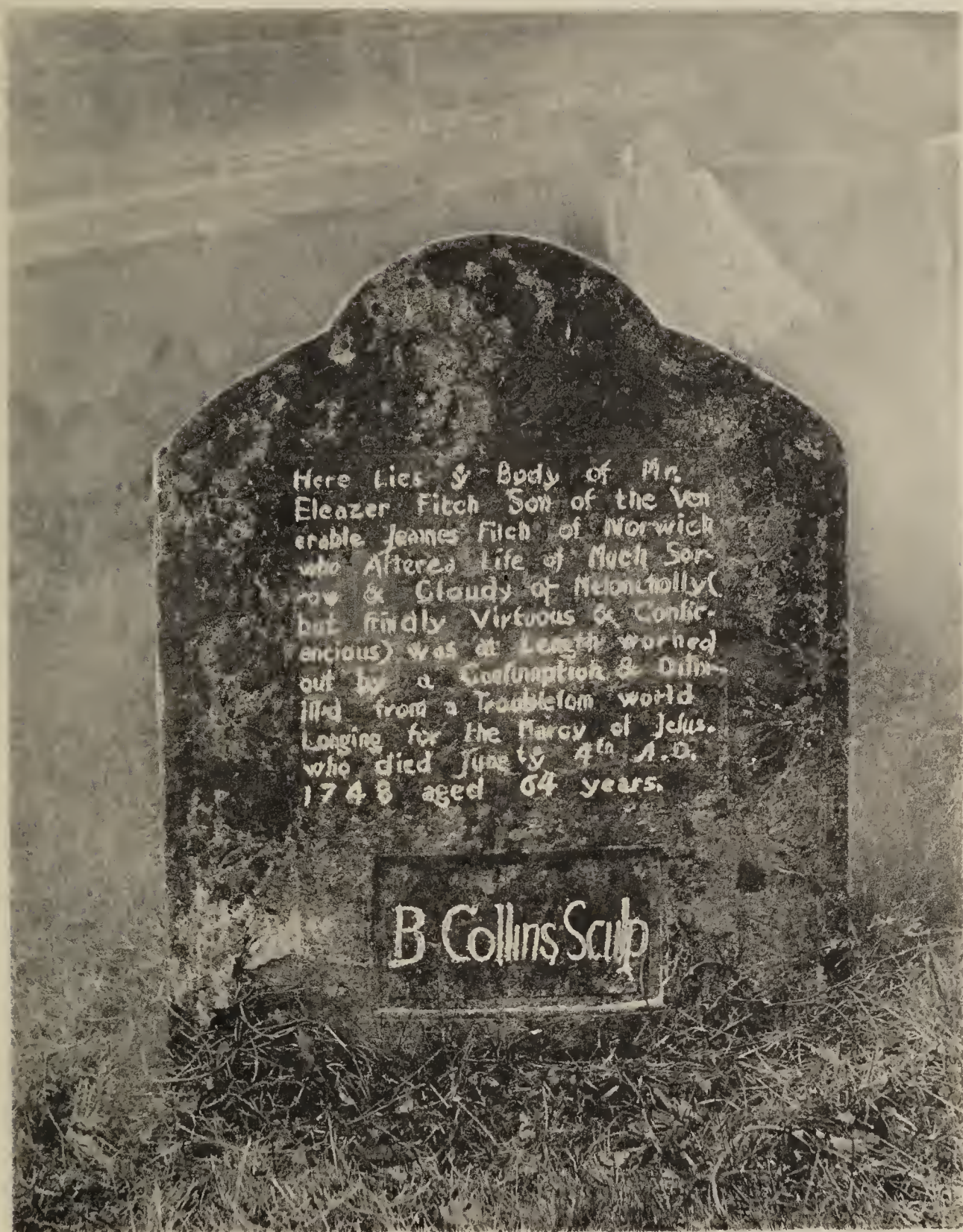
"This lawsuit had a curious sequel: Major Clark found it more difficult to 'keep' than to obtain possession. In 1724 he was again a suitor in the Superior Court to recover the land of which Captain Fitch had again 'dispossessed' him—when the jury gave a verdict for the defendant, Fitch. So Capt. Fitch was left in quiet possession. Among the participants in the expedition was Stephen Brown, the first Willimantic settler of that name. He was the cousin of Capt. Fitch, his mother and Jeremiah's mother being daughters of Major John Mason."

Capt. Jeremiah Fitch married Ruth, probably daughter of Stephen and Hannah (Gallup) Gifford of Norwich. He died in Coventry, Conn., May 22, 1736, aged 65 years. His wife survived him, and was living in 1756.

Capt. Jeremiah and Ruth (Gifford) Fitch had children: (1) Lieutenant Jeremiah, born probably in 1707 or 1708. (2) Lucy and (3) Ruth (twins), born April 18, 1699, in Lebanon, Conn. Ruth married Daniel Whitmore of Coventry, Conn. (4) Hannah, born Jan. 18, 1701, in Lebanon, Conn.; married May 9, 1726, Humphrey Davenport of Coventry, Conn. (5) Capt. Abner, born July 8, 1703, in Lebanon. (6) Gideon, probably born in Coventry. (7) Elisha, born in Coventry, was executor of his father's will. (8) James, born in Coventry. (9) Joseph, born in Coventry. (10) Stephen, born 1712 in Coventry, married Jan. 24, 1837, Eleanor Strong, and probably removed to Willimantic, Conn. (See Coventry (Conn.) Vital Records.)

10. REV. MR. JABEZ FITCH, born April, 1672. Graduated at Harvard College in 1694; and after his father became disabled by paralysis he was invited to occupy his pulpit with a view to settlement. After preaching in Norwich about a year, however, he declined the call to settle and was subsequently elected a Tutor and Fellow of Harvard College, and in 1703 was ordained at Ipswich, Mass., as a colleague of the Rev. John Rogers. He afterwards removed to Portsmouth, N. H., where he was installed about 1725, and where he died Nov. 22, 1746. He married at Ipswich, July 26, 1704, Elizabeth, daughter of Hon. John Appleton of Ipswich.

They had children, recorded in the "Ipswich (Mass.) Vital Records" as follows: (1) Elizabeth, born Aug. 16, 1705. (2) John, born



GRAVE OF DEACON ELEAZER FITCH

(Son of Rev. Mr. James Fitch) in the old Cemetery in Lebanon, Conn. All of these early gravestones, some more than two centuries old, are well preserved



GRAVE OF JOSEPH FITCH (SON OF REV. MR. JAMES FITCH) IN OLD CEMETERY IN LEBANON, CONN.



GRAVE OF CAPTAIN JOSEPH FITCH (SON OF JOSEPH AND GRANDSON OF REV. MR. JAMES FITCH) IN THE OLD CEMETERY IN LEBANON, CONN.

Aug. 18, 1709, died Oct. 26, 1736. (3) James, born June 19, 1712, died Jan. 2, 1721-22. (4) Margaret, born Nov. 15, 1715. (5) Anne, born July 19, 1718. (6) James, born Oct. 3, 1721. (7) Mary, born March 24, 1724, married Francis Cabot. (See Cabot and Lowell Genealogies.)

11. ANNE FITCH, born April, 1675, married Lieut. Joseph Bradford, only son of Major William Bradford of Plymouth by his second wife. They settled at Norwich, but removed to Lebanon, Conn., where she died Oct. 17, 1715, leaving issue.

12. CAPTAIN NATHANIEL FITCH, born Oct., 1679. He was one of the earliest settlers of Lebanon, Conn., where he owned a grist mill and a fulling mill. He married first, Dec. 10, 1701, Ann Abel, daughter of Joshua Abel of Norwich, Conn., who died July 3, 1721, aged 47 years; married second, Sept. 17, 1729, Mindwell Tisdale, of Lebanon, Conn. Capt. Nathaniel Fitch died May 4, 1759, aged 79 years.

Children by his first wife: (1) Anne, born Nov. 1702; (2) Joshua, born Feb. 13, 1704; (3) Latham, born March 29, 1705; (4) Nehemiah, born Feb. 10, 1708; (5) James, born Oct. 15, 1709; (6) John, born Jan. 7, 1712; (7) Nathaniel, born May 14, 1714; (8) Mehitable, born Feb. 3, 1717; (9) Elizabeth, born May 26, 1718, married ——— Bissell; (10) Rachel, born Oct. 1720; (11) Abel, born Nov. 22, 1722, and (12) Caleb, born June 17, 1725.

Capt. Nathaniel Fitch had children by his second wife: (13) Jabez, born Oct. 4, 1730, died Nov. 14, 1730; (14) Ezekiel, born March 11, 1732, living in 1755; (15) Isaac, born May 10, 1734, was joint executor with his mother of his father's will.

13. JOSEPH FITCH, born Nov., 1681. He settled at Stonington, Conn., but after his second marriage moved to Lebanon, Conn., where he spent the remainder of his life and appears to have been a man of wealth. He married first, Sarah Mason, daughter of Major Samuel Mason, who died previous to 1721. He married second, Dec. 29, 1721, Ann, eldest daughter of Rev. Samuel Whiting of Windham, Conn. Joseph Fitch died May 9, 1741. Ann (Whiting) Fitch died at Windham, Conn., Sept. 18, 1778.

Joseph Fitch's children by his first wife were: (1) Judith, born in Stonington, Conn.; (3) Sarah, born Jan. 24, 1704, in Stonington, Conn.; (3) Mason, born Sept. 11, 1708, graduated at Yale College in

1729, died March 10, 1734; (4) Capt. Joseph, born Feb. 14, 1711, married Zervia, daughter of Daniel Hyde of Lebanon, Conn., but died without issue.

Joseph Fitch's children by his second wife were: (5) Samuel, born Jan. 16, 1724, at Lebanon, Conn., graduated at Yale College, 1742, was a lawyer in Boston, married Elizabeth Lloyd, was Attorney General of Massachusetts, was a Royalist during the Revolution, died in London, England, in 1784; (6) Col. Eleazer, born Aug. 29, 1726, graduated at Yale College, settled at Windham, Conn., was High Sheriff and a Royalist during the Revolution (see biographical sketch in "Some Fitch Authors and other Prominent Descendants of Rev. Mr. James Fitch"); (7) Capt. Azel, born Nov. 7, 1728; (8) Lieut. Ichabod, born May 17, 1734; (9) Ann, born July 12, 1737; (10) Thomas, born June 11, 1739, died Jan. 2, 1747.

14. DEACON ELEAZER FITCH, born May 14, 1683, married his first cousin, Martha Brown, daughter of Capt. John and Anne (Mason) Brown of Swanzey, Mass.; settled at Lebanon, Conn., where he was a deacon, and where he died about 1747. His wife survived him, to whom he left his property, having no issue.

OF B MINISTE ENGLAND

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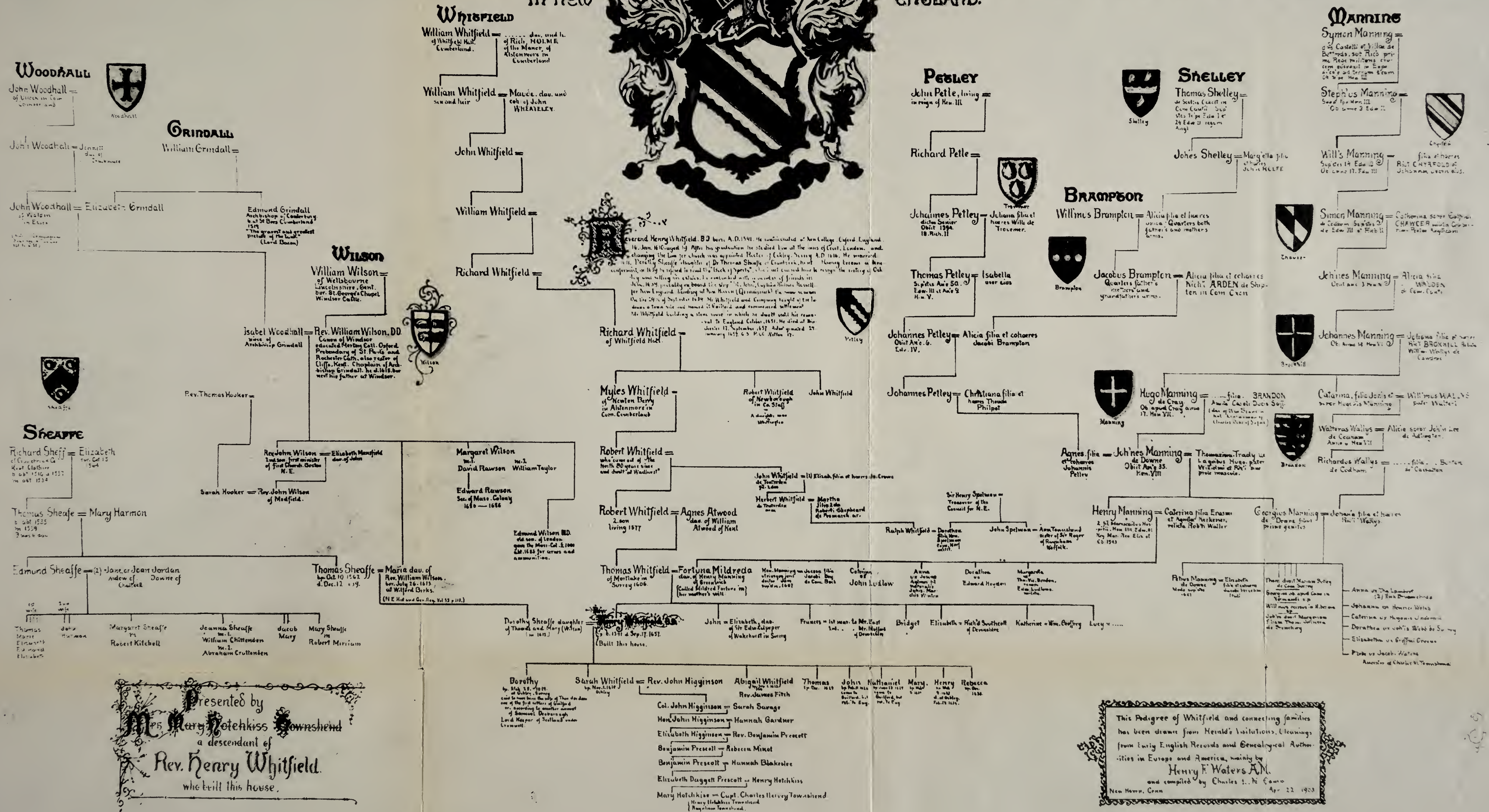
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OF REVEREND HENRY WHIGFIELD B.D.
MINISTER AND ONE OF THE FOUNDERS OF GUILFORD
ENGLAND.



CHAPTER II.

REV. MR. HENRY WHITFIELD, B. D. (1591-1657).

FIRST MINISTER AND ONE OF THE FOUNDERS OF GUILFORD, CONN.

FATHER OF ABIGAIL WHITFIELD, FIRST WIFE OF REV. MR.

JAMES FITCH I. HER RELATIONSHIP TO GEOFFREY CHAU-

CER (1340-1400) AND PERCY BYSSHE SHELLEY (1792-

1822), CELEBRATED ENGLISH POETS. GENEALOG-

ICAL CHARTS SHOWING ABIGAIL (WHITFIELD)

FITCH'S ROYAL DESCENT.

REV. MR. HENRY WHITFIELD, B. D., or Whitfeild, as he wrote it, was a good example of the class of gentlemen and scholars which furnished the emigrant Puritans with many of their leaders. He came of an old land-owning family, and was a direct descendant of the father of the poet Chaucer and of the ancestor of the poet Shelley. He was a graduate of New College, Oxford, and had been for about twenty years Rector of Ockley in Surrey, England. A book of his, "Some Helpes to Stirre up to Christian Duties," had reached a second edition before he came to America in 1637.

Concerning the Rev. Mr. Whitfield, first minister and one of the founders of Guilford, Conn., father of Abigail (Whitfield) Fitch, the Rev. Mr. Thomas Ruggles, who succeeded Rev. Mr. Whitfield in the ministry at Guilford, writes that he was "a well-bred gentleman, a good scholar, a great divine, an excellent preacher."

"Rev. Mr. Whitfield, son of an eminent English lawyer, was settled at one time over a parish at Ockley, County Surrey. He was censured by Archbishop Laud whose administration was from 1628-1640, for not reading the royal proclamation for sports on the Sabbath. He resigned his living and came to America in 1637. Later, he went to found the town of Guilford, Conn., where he officiated as minister for twelve years. He built as a house for himself, and also as a fort for the protection of the settlers, the stone house, which is now the Henry Whitfield State Historical Museum at Guilford,

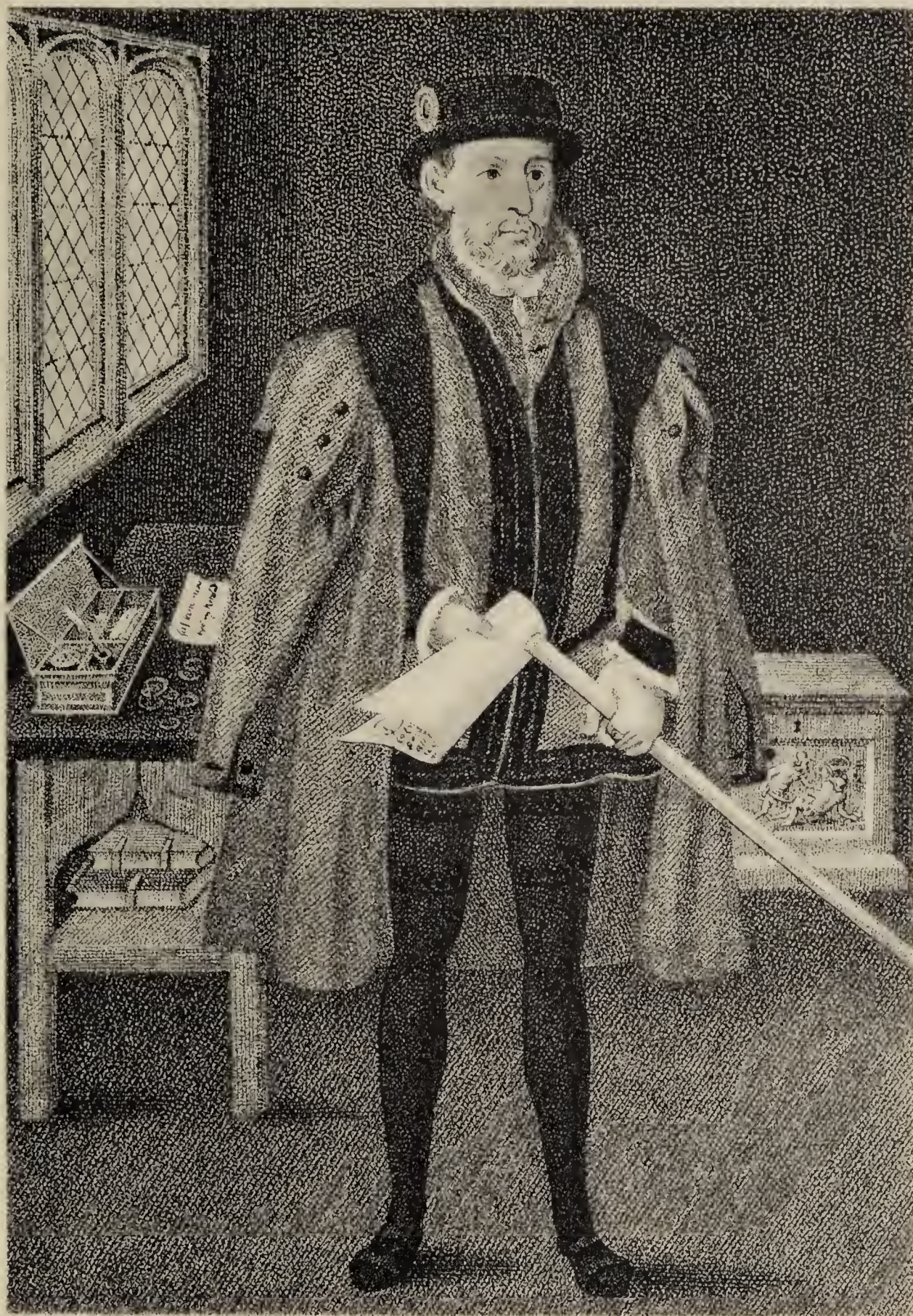
Conn. In 1650, he returned to England, and died at Winchester, where it is said that he was settled as a minister."

After his return to England in 1650, Rev. Mr. Whitfield wrote, or compiled accounts of Indian missions, a subject in which religious Englishmen of all parties were interested. A "Society for the Propagation of the Gospel in New England" had lately been incorporated (1649) and for many years supported John Eliot's work. This society undoubtedly owed something to Whitfield's efforts.

Rev. Mr. Whitfield married Dorothy Sheaffe of Cranbrook in Kent, the daughter of Dr. Thomas Sheaffe, Dean of the Royal Chapel of St. George at Windsor, who descended from a sister of Edmund Grindall, Archbishop of Canterbury, and first cousin of the poets, Giles and Phineas Fletcher. Dr. Sheaffe married Maria, daughter of Rev. William Wilson, Canon of Windsor, and her brother, Rev. John Wilson, was the first minister at Boston, Mass. The Sheaffes had been successful manufacturers of cloth and had long before become founders of great families in Kent, allied with the Knatchbulls, Derings, Fowles, Juxons, Cottons, Woodwardes and Honeywoods. Even then an industrial, as well as a military career, might be the path to high social position in England, and such a stock was well suited for transplantation to industrial New England, where the loyalist branch received a baronetage. (See Whitfield chart.)

Dorothy, eldest daughter of Rev. Mr. Whitfield, married Col. Samuel Desborough, the first magistrate of Guilford. He was a brother of General John Desborough who married a sister of Cromwell. By Cromwell Col. Samuel Desborough, M. P., was afterwards made Keeper of the Great Seal of Scotland. Sarah Whitfield married Rev. Mr. John Higginson of Salem, Mass. Abigail Whitfield married Rev. Mr. James Fitch, and through her many Fitches are descendants of the father of Geoffrey Chaucer, and are connected with many distinguished families of England.

The celebrated English poet, Geoffrey Chaucer (1340-1400) left a son Thomas, father of the Duchess of Suffolk, who left no direct descendants. The only relationship to Chaucer of which we know is from the same blood that coursed through the veins of his sister Catherine Chaucer, who married Simon Manning, and has been handed down to posterity through this ancient branch of the Manning family, and thus to the first wife of the pioneer Rev. Mr.



GEOFFREY CHAUCER (1340-1400)

Celebrated English Poet. Abigail (Whitfield) Fitch, First Wife of Rev. Mr. James Fitch, was a Descendant of Catharine Chaucer, Sister of the Poet, as proved by the Whitfield chart shown on another page

(Reproduced from a painting found in the house in which Oliver Cromwell was born at Huntingdon, and taken from Godwin's biography of Chaucer)



**PRINCE JOHN OF GAUNT, SON OF KING EDWARD III OF ENGLAND, AND
BROTHER OF THE BLACK PRINCE**

Close friend and kinsman of Geoffrey Chaucer, whose sister, Catharine Chaucer, is shown on the Whitfield chart as among the ancestors of Abigail (Whitfield) Fitch

(This portrait of John of Gaunt, King of Castille and Leon, Duke of Lancaster, and founder of the Lancaster line of English kings, appeared in Godwin's "Life of Chaucer" and was reproduced from a window in the Library of All Souls College at Oxford)

James Fitch, and her descendants, and also to the Higginsons of Massachusetts, and the Earls of Ludlow. (See Whitfield chart.)

Another branch of the Manning family, closely associated with the Chaucers, De la Poles and Brandons, was a prominent family in Suffolk, connected with the Wingfields and Drurys. The Drurys claim descent from a sister of Geoffrey Chaucer's wife. (See Muskett's "Manorial Families of Suffolk.")

The old stone house of Rev. Mr. Whitfield at Guilford has changed hands many times in the succeeding three centuries, and is now a Connecticut state museum.

The great results accomplished by Geoffrey Chaucer's poetical works in stimulating a national English spirit, which has led to the present unity and vast extent of the British Empire, is almost incalculable. He was the first great English poet, and his works, "Canterbury Tales" in particular, sing the praises of his native England, and portray the lives of the English people of his age.

"The period of Edward III (Crowned 1327-died 1377) and of his gallant son, Edward, the Prince of Wales (the Black Prince), who was as courageous and cruel as a lion, is indeed the period of the most palmy state of chivalry," says John Saunders in "Chaucer's Canterbury Tales, with Illustrations from the Ellesmere MS.," London, 1909. "It is also the period of Chaucer, who in 'the Knight,' and 'the Squire' has shown us the two great and clearly distinguishable phases of the knightly character."

The arms of Chaucer are shown in the accompanying Whitfield genealogical chart. Chaucer was a close friend and kinsman of Prince John of Gaunt, Duke of Lancaster, son of King Edward III, and founder of the famous House of Lancaster line of English kings. Prince John of Gaunt was a brother of "the Black Prince."

The full length portrait of Chaucer appearing here is reproduced from the four-volume biography of Chaucer by William Godwin.

This is the period during which the battlemented towers of "Fitch Castle in the North" stood as a fortress and rendezvous of the warriors who marched and fought under the banners of the House of Fitch of County Essex, according to British Museum records.

Lord Tennyson based his famous poems on King Arthur and his "Knights of the Round Table," in part on Chaucer's contemporary descriptions of the customs and fashions in vogue during the "Age of Chivalry." Tennyson was a grandson of Rev. Stephen Fitch, Vicar

of Louth, in Lincoln, who claimed to be a direct descendant of John Fitch of Fitch Castle (1294.) The Fitch arms with quarterings, were granted to this branch in 1850 by the College of Arms, London. (See separate chapter on the Fitches and Tennysons of County Lincoln.)

The opening two verses of "A Dream of Fair Women" by Tennyson are as follows:

*"I read, before my eyelids dropt their shade,
 'THE LEGEND OF GOOD WOMEN,' long ago
 Sung by the morning star of song, who made
 His music heard below;*

*Dan Chaucer, the first warbler, whose sweet breath
 Preluded those melodious bursts, that fill
 The spacious times of great Elizabeth
 With sounds that echo still."*

By consulting the Whitfield genealogical chart reproduced here, the reader will see the arms of Shelley and observe that Abigail (Whitfield) Fitch was also collaterally descended through the Mannings from Thomas Shelley who was living during the reign of Edward I and who died in the twenty-fourth year of the reign of Edward III. Thomas Shelley was ancestor of Percy Bysshe Shelley (1792-1822), the celebrated English poet. The poet's great-great-grandfather, John Shelley of Fen Place, Worth, Sussex, (born Jan. 27, 1666,) married in 1692 Hellen, one of the co-heirs of Roger Bysshe of Fen Place, Sussex, and had five sons. His third son, Timothy, was born in 1700 and having only a remote chance of succeeding to the family property, like the cadet of many a family of good position, went to America, and settled at Newark, N. J. There he married Mrs. Johanna Plum, a widow of New York.

The dates of Timothy Shelley's emigration, marriage and return to England have not been identified, but he appears to have settled in Newark, N. J., where his two sons, John and Bysshe, were baptized at Christ Church in 1729 and 1731, respectively. The Church Archives were burned by the British during the Revolution.

Percy Bysshe Shelley, the poet, was the grandson of Bysshe Shelley, born 1731, in Newark, N. J. Bysshe Shelley, who later became Sir Bysshe Shelley, Baronet, returned to England as a child with his father and brother, his father having fallen heir to one of the Shelley estates in England.

Percy Bysshe Shelley, son of Timothy and grandson of Sir Bysshe Shelley, married as second wife, Mary Godwin, daughter of



CHAUCER.

(FROM THE ELLESMERE MS.)

GEOFFREY CHAUCER LEFT A SON, THOMAS CHAUCER

Father of the Duchess of Suffolk, who left no direct descendants, and the only relationship to him that we know of is from the same blood that coursed through his sister's veins and has been handed down to posterity through the Manning-Whitfield descent, and thus to the first wife of the pioneer Rev. James Fitch and her descendants



THE SQUIRE.

(FROM THE ELLESMEERE MS.)

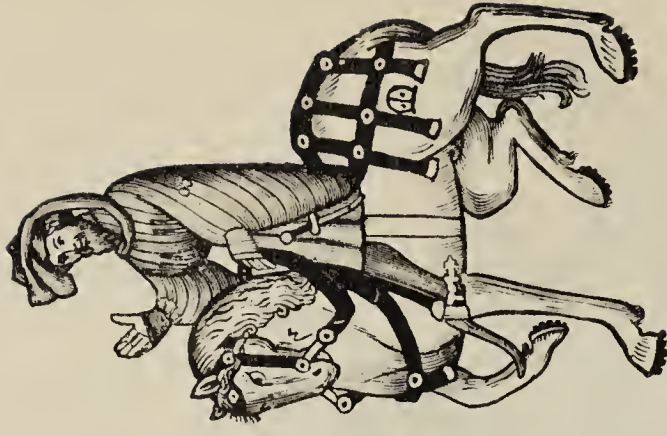
"A lover and a lusty bachelor,
Embroider'd was he, as it were a mead,
All full of fresche flowres, white and red.
Short was his gown, with sleeves long and wide."



THE MONK AND HIS GREYHOUNDS.

(FROM THE ELLESMEERE MS.)

"All on right, that loved verity,
Greyhounds he had, as swete as swete."



THE KNIGHT.

(FROM THE ELLESMEERE MS.)

"A knight was there, and that a worthy man,
That from the time that he first began
To ride out, he lov'd chivalry."

THE FITCHES WERE LIVING IN COUNTY ESSEX, ENGLAND DURING THE "AGE OF CHIVALRY"

The Period of Chaucer was the period of the most palmy state of Chivalry. Chaucer in "the Knight" and "the Squire" has shown us the two great and clearly distinguishable phases of the knightly character. This was the period when the battlemented towers of "Fitch Castle in the North" stood as the fortress of the "House of Fitch." Alfred, Lord Tennyson, whose mother was a Fitch, found inspiration in Chaucer's "Tales,"

(Reproduced from "Chaucer's Canterbury Tales" by John Saunders, London, 1909)

the author and biographer, William Godwin. Among his works is the biography of Chaucer mentioned in this chapter. The story of the elopement of Shelley and Mary Godwin is a most fascinating romance, ending in tragedy. (See "Shelley, His Life and Work" by Walter Edwin Peck.)

CHAPTER III.

DEPUTY-GOVERNOR JOHN MASON (1600-1672) CONQUEROR OF THE PEQUOT INDIANS

CALLED "THE MILES STANDISH OF CONNECTICUT," FATHER OF
PRISCILLA MASON, SECOND WIFE OF REV. MR. JAMES FITCH I.

The two most noted founders of Norwich, Conn., were Rev. Mr. James Fitch and Major John Mason, "Conqueror of the Pequot Indians," whose first laurels were won in war in the Netherlands, and who was named as Deputy Governor by King Charles II in the Connecticut charter of 1662. Many inter-marriages cemented a bond of union between the families of Fitch and Mason.

Major Mason was born about 1600 as may be inferred from his age 72, at the time of his death,—“upwards of 70” in 1672. The place of his birth in England and the exact date is not known. He first appears in history, fighting in the Netherlands with the rank of Lieutenant under Sir Thomas Fairfax in behalf of the Dutch patriots against Spain. He is supposed to have arrived in Nantasket, Mass., on May 30, 1630, in the company of Rev. John Wareham, who sailed from Plymouth, England, on March 20, 1630.

Major Mason settled at Dorchester, Mass., in 1630; and in 1632, was sent by the General Court, in company with John Gallup, and twenty men in a shallop of 20 tons burden, to break up a gang of pirates which had infested the coast, an undertaking which he prosecuted with courage and prudence, despite the hardships of the winter season. For this he received £10 from the Government, and, in November of that year, was made Captain.

In September, 1634, he was one of a committee of military men who were appointed to plan the fortifications of Boston Harbor, where Mason's Island was named in his honor and personally superintended the completion of the battery upon Castle Island.



STATUE OF MAJOR JOHN MASON (1600-1672)

The "Miles Standish of Connecticut" and Conqueror of the Pequot Indians, on Pequot Hill, at Mystic, Connecticut. Rev. Mr. James Fitch married as his second wife, Priscilla Mason, daughter of Major Mason, and through her many Fitches are descended from the noted defender of the New England Colonies

The inscription reads:

"Erected A. D. 1889
By the State of Connecticut
To commemorate the Heroic Achievement of
MAJOR JOHN MASON
and his Comrades who near this spot in 1637
Overthrew the Pequot Indians and
Preserved the Settlements from Destruction"



"THE FOUNDERS MONUMENT," NORWICH, CONN.

The names of Major John Mason and Rev. James Fitch appear first among the names of thirty-eight of the first settlers of the town, 1659-1660. The monument is located in the first burial place in Norwich, Conn., 1661. The monument was erected to the memory of the Founders of Norwich, Conn., by the Mason Association, 1871, who were given money for that purpose at the Bicentennial, 1859

In 1635 he represented the Town of Dorchester in the General Court, and while a member of that body, June 3d, the second application of the Rev. John Wareham and his church, of Dorchester, for permission to remove to and found a colony on the Connecticut River was received and granted.

In this enterprise, Mason was the leader, and an honored and much trusted participant in the trials of the tedious journey through the woods, in October, 1635, and the subsequent hardships of the winter of 1635-6, which resulted in the founding of the present Town of Windsor, Connecticut.

In 1637, while a resident of Windsor and at a time when Connecticut had only two hundred and fifty inhabitants comprised principally in the three towns of Hartford, Wethersfield and Windsor, he gathered a band of seventy men, invaded the Narragansett country, with Capt. John Underhill and Capt. Lyon Gardiner. Major Mason assailed the Pequots in their strongest fortress, destroyed it, laid waste their dwellings and killed nearly half of the whole nation.

This brilliant campaign when Mason led his gallant little band of settlers against the savages—tracking them to their fastness; and, in the celebrated “Swamp Fight,” almost completely crushed out the Pequots, forms so conspicuous a page of New England history that it is unnecessary for us to give the details. Mason, was on this occasion the Saviour of the infant Colony, and his services were properly recognized by the General Court at Hartford, which created him the “public military officer of the Plantations of Connecticut,” with a salary of £40 per annum, a position which he held until within two years of his death, a period of about 35 years—first with the title of “Captain,” afterwards of “Major.” Being the only Major in the Colony, he was frequently named in the public acts of the Court as “The Major,” no other designation being necessary to distinguish him. He was the drill master also of the Colony, being authorized to “train” all the inhabitants thereof ten days in each year. His military rank was equivalent to the present rank of Major-General.

He removed to Saybrook in 1647, it being the post of most importance and greatest danger, and was empowered to have command, not only of all the soldiers, but the inhabitants of the town. Similar orders were given in 1652. Thus the habeas corpus act was suspended, and dictatorial authority, for the time, conferred upon Major Mason.

So important was the presence of Major Mason to the infant Commonwealth of Connecticut that the General Court, in answer to his request for permission to embark in a project for a settlement in Delaware, returned the reply: "That it is much in the desire of the whole Court that he would not entertain the thought of removing his abode out of this Colony, whereunto they cannot give the least allowance or approbation"—but the court cannot wholly deny him, and "are content that he shall attend the services for three months, provided, he will engage himself to return within that time, and continue his abode as formerly." Also in a letter of complaint to the Commissioner of the United Colonies, they say that the Narragansetts had fired eleven bullets into a house "in hopes as they boasted to have slain him, whom we have cause to honor," whose safety we cannot but make ourselves bound to protect, our deputy governor, Major Mason."

Major Mason, indeed, would seem to have been much less careful of his own safety than the General Court; the last of the instructions to him, when sent on an expedition to Long Island (then belonging to Connecticut), was, "we do not judge it convenient, that you should in your own person, make after any Indians in the woods," &c.

In further testimony of their appreciation of Mason's services and gratitude for them, they made him grants of considerable tracts of land, to two of which only can we refer. On the 5th of June, 1641, "that Captain Mason shall have 500 acres of ground for him and his heirs, about Pequot Country. On the 11th of September, 1651, also the island commonly called Chipachange (now Mason's Island), in Mystic Bay, as also 100 acres near Mystic, when he shall make a choice. A portion of this Island is still called Mason Island, being named in honor of Major Mason. A magnificent monument surmounted by a handsome statue of Major Mason has been erected at Mystic, Conn.

Not only were the military affairs and Indian affairs of the Colony almost entirely entrusted to the charge of Major Mason, but they were governed by his counsel. For a series of years, from 1637 to '41, he was a Magistrate; and, from 1641 to '59 an Assistant or member of the General Court, and from 1659, he was Lieutenant Governor, for ten successive years when he declined a re-election, and for two years, during the absence of Governor Winthrop, in England, en-

deavoring to obtain a charter for the Colony, he was acting Governor. He was also one of the Commissioners of the United Colonies (Conn., Mass., and Rhode Island), for the years 1647, '54, '55, '56, '57 and '61.

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Major Mason and Rev. Mr. Fitch were by far the most prominent persons in the company that removed from Saybrook, and founded the town of Norwich, Conn. The deed of the town which was executed on the 6th of June, 1659 by Uncas, Owaneco and Attawanhoo; was executed in the presence of John Mason and Thomas Tracy. This was the third town in Connecticut of which Major Mason had been one of the chief founders. The other two were Windsor and Saybrook. And he had also been one of the early and influential settlers of Dorchester, in Massachusetts.

Major John Mason possessed all the elements of greatness. His purposes were high and noble; his will was strong and determined. He was possessed of remarkable firmness and promptitude, a courage that was absolutely fearless, united with a prudence and moderation the most considerate and reflecting. He was yet a man of moderation and a friend of peace; and by his firm, cautious and resolute, and yet pacific course he prevented or checked in the outset every tendency to disorder or violence. These high qualities made him not only a great soldier, but an admirable legislator and Magistrate, and caused him, as we have seen, to be selected as the master mind in all the important measures undertaken by the Colony for a long series of years. Never do we find recorded a single manifestation of an intolerant or persecuting spirit. Envy, hatred and malice seemed to find no place in his heart. He was virtuous in his life and habits, and in the relation of husband and father he was without reproach.

His form was suited to the noble and devoted character of the man. He is described as large in size, lofty in stature, and of a commanding presence. There was certainly nothing feeble or effeminate in his composition; and whatever excess of sternness, or harshness or impetuosity, there may have been in his character, there was never anything bordering on tyranny or injustice; and those rougher and harsher features were moderated and tempered by the sincere faith and humble life of the Christian. He suffered during the last year of his life with one of the most painful of diseases, and died on the 30th day of January, 1672, in the seventy-second year of his age.

The closing paragraph of the last letter he wrote to the General

Assembly of the Colony, is in the spirit, as it is in the language of an apostle, entreating their remembrance at the throne of grace, he adds: "Beseeching the God of Peace, who brought again from the dead the Lord Jesus; the great Shepherd of His sheep, to make us perfect in every good word and work to do his will, into whose hands I commend you and your mighty affairs, who am your afflicted, yet true servant."

His grave at Norwich Town, Conn., had been neglected, and its exact location lost until recently. The stones which marked it had been removed and built into a wall. At the bi-centennial settlement celebration at Norwich, in 1859, which was attended by an immense crowd, and continued two days, Governor Wm. A. Buckingham presiding; (see description and proceedings in "Norwich Jubilee,") funds were raised and a committee appointed to purchase the ground, and erect a suitable monument to the memory of (as the Masonic master Clark, said when laying the corner stone on the second day), "a man called "Captain," "Major" and "Major-General" John Mason, who though not a Mason, most remarkably exemplified the principles of Masonry." This monument was erected in Norwich Town, near the Yantic river.

On the banks of the Yantic and about a mile distant, were the farm and house where Major Mason lived and died; and on the same stream a short distance above, under the shadow of a magnificent oak the solitary remains of the primeval forest, on an elevation from which you see around the woods and cultivated fields, comfortable and costly residences and amid the countless evidences of the industry and wealth of his descendants, rest his remains, henceforth to be marked by an appropriate monument. "Hon. J. A. Rockwell's address, 1859.

(See Hinman's "Catalogue of the First Settlers of Connecticut;" Caulkins' "History of Norwich, Conn.;" Hall's "History of Norwalk, Conn.;" Stiles' "History of Windsor, Conn.")

To summarize, he was Lieutenant and Captain in Dorchester, Mass., five and a half years; conqueror of the Pequots, Magistrate and Major at Windsor, Conn., twelve years; Captain of the fort, and Commissioner of the United Colonies at Saybrook, Conn., twelve years; Deputy Governor of Connecticut and Assistant at Norwich, Conn., twelve years; Major-General military forces of Connecticut,

thirty-five years. His services are stated in all the histories of Connecticut and New England.

Three of his children married into the Fitch family. Rev. Mr. James Fitch married for his second wife, in October, 1664, Priscilla Mason; Capt. John Mason, Jr., married Abigail Fitch, eldest daughter of Rev. Mr. Fitch by his first wife, Abigail (Whitfield) Fitch; and Major James Fitch II, eldest son of Rev. Mr. Fitch by his first wife, married, first, Elizabeth Mason, seventh child and youngest daughter of Major Mason. There were many more intermarriages in succeeding generations. Hon. Jeremiah Mason, United States Senator from New Hampshire, was not only descended from both families, but had three different lines of Fitch descent.

Mr. Winchester Fitch writes that Major Mason, a friend of Robert Chapman of Saybrook, Conn., and a friend of Lord Ferdinando Fairfax, who wrote to ask him to return to England, was perhaps akin to the Woodehouses and William Mason who married a relative of Rhoda Chapman, the second wife of Lord Fairfax.

CHAPTER IV.

MAJOR JAMES FITCH II (1649-1727).

ONE OF THE FOUNDERS OF YALE COLLEGE, FOUNDER OF CANTERBURY, CONN. "LORD OF THE MOHEGAN VALLEY,"—"FATHER OF WINDHAM COUNTY, CONN."—FITCH GATEWAY, HARKNESS MEMORIAL QUADRANGLE, NEW HAVEN, CONN.

MAJOR JAMES FITCH stands forth remarkably prominent as one of the most versatile men of his time in the United Colonies. He holds a large place in history in connection with the landed interests of eastern Connecticut. He was noted as a land-surveyor, land-registrar, land-speculator and land-holder. He was distinguished as a soldier, magistrate, founder and statesman, champion of the peoples' rights and of the Connecticut charter. Miss Larned, the historian, calls him "Father of Windham County, Conn."

Few people of that period had more influence in eastern Connecticut than the Captain, or as he was called after his military promotion, Major Fitch. He was widely known, not only in New England but in New York. He was a noted friend and patron of the Indians, continuing in the footsteps of his father. He benefited from the confidence the Rev. Mr. James Fitch had inspired through a consistent record of fair dealing with the aborigines.

After the death of his father-in-law, Deputy Governor John Mason, Major Fitch possessed more sway over the sachems than any other individual, not excepting their other distinguished advocate, his brother-in-law, Capt. Samuel Mason.

Major James Fitch was born August 2, 1649, at Saybrook, Conn., first child of Rev. Mr. James Fitch by his first wife, Abigail (Whitfield) Fitch. In the records of his time he is spoken of as "Major James Fitch, Junior," but as he exercised supreme command in his many military expeditions in defense of the colonists against the Indians, his rank was equivalent to that of Major-General, by which title he is sometimes referred to.



VIEW OF FITCH GATEWAY (left archway) AND THE NORTHEAST CCORNER OF
BRANFORD CCOURT, HARKNESS MEMORIAL QUADRANGLE, YALE
UNIVERSITY

"An exquisite little tower with no name surmounts the northeast corner of Branford Court, with Fitch Gateway and Mitchell Entry at the left, and Morse Entry behind the arcaded recess"

(Reprinted from "The Memorial Quadrangle," Yale University)



VIEW OF FITCH GATEWAY AND THE SOUTHERN SIDE OF KILLINGWORTH COURT, HARKNESS MEMORIAL QUADRANGLE, YALE UNIVERSITY, NEW HAVEN, CONN.

"In the corner is Fitch Gateway to Branford Court, while here, as in every part of the Quadrangle, the Harkness Tower rises to view and strikes the dominant note of the picture"

(Reprinted from "The Memorial Quadrangle," Yale University)

In 1672 he completed at the instance of the town authorities at Norwich, a concise record of lands and their ownership at that date. It was commenced May 1, 1672, and the result of his labor was a book containing a registry of the town lands and grants at Norwich, Conn.

In 1675 he served in King Philip's War.

In 1683, one hundred acres of land—"where he can find it"—was granted to him "for being helpful to the town (Norwich) Recorder, in making a new record of lands." He commenced a register of the proprietary lands, in a volume distinct from the town books. It is indorsed, "Norwich Book of Records of the River Lands, Capt. James Fitch writt this booke."

In 1694, he began a new registry of lands at Norwich, copying original records where he could find them, stating bounds as they then existed, and affixing dates as nearly accurate as could be ascertained. This registry has been of immense value to historians in preparing lists of the original proprietors.

In 1675, Major Fitch, having provided nails for the new meeting-house at Norwich to the value of £12, "wherein his forwardness for the use and benefit of the town is owned and accepted," liberty was granted to him to take two hundred acres of land, as a satisfaction for the same, viz. "100 in the crotch between Quinebaugh and Showtucket, and 100 as convenient as he can find it, on the other side of Showtucket river."

In 1678 he served as commissioner or justice of Norwich. He was chosen Townsman of Norwich, Conn., for the years 1679 and 1680.

In 1678, the County Court of New London County, Conn., took the condition of the schools into consideration, and appointed Major James Fitch representing Norwich, one of a committee of six men from different towns in the county to see what could be done towards settling a Latin School at New London, Conn.

In May 1680, he was confirmed Captain of the Norwich Train band. Later in the same year a grant of 200 acres of land was tendered him by the town of Norwich, as encouragement to set up a saw-mill. In 1689 this grant was reiterated with the condition that the privilege should be forfeited if the mill was not built within two years. It does not appear however from the Norwich town records that any saw-mill was set in operation within the town limits until about 1700.

In 1684 the town of Norwich cut off a considerable slice of land from the common or meeting-house green or plain and gave it to him as an addition to the home lot bestowed on him by his father as the following record shows:

1684. "Granted to Capt. Fitch, a gusset of land from the S. E. corner of the old meeting house to the corner of his father's home lot."

In 1686 he was the first grantee allowed sufficient land at Norwich, near the water side at the head of the Yantic basin or cove below the Falls, "to accommodate a wharf and warehouse." It was here that the wharfing, building, and commercial enterprise of Norwich Landing began. The limited extent of these grants shows that they were highly prized, and that but few such privileges could be obtained. Fitch had his own personal landing and warehouses. Selleck in his "History of Norwalk" says that location of their lands near water, was a marked characteristic of the Fitches of Norwalk, Conn., as it was of the Fitches of Norwich, Conn.

By legislative grants, by purchase from other grantees, and gifts from his grateful wards, the Indian sachems, Fitch accumulated a vast domain of acres, measured in square miles.

The signature of Owaneco, son of Uncas, subsequent to the year 1680, was considered of no value unless countersigned by Major Fitch, the sachem, with the consent of the General Court, having authorized the Major to act as his guardian.

The following instrument, signed by Owaneco, is dated Dec. 22, 1680:

"Whereas at a General Court in Hartford, May 13, 1680, my father Uncas had liberty to dispose unto me his land upon Quinnabaugh river and the Court at the same time granting me liberty to dispose of it unto gentlemen among them, as I should see cause to do, and a good part thereof I have disposed of already, but finding that some through their great importunity and others taking advantage of me when I am in drink, by causing me to sign deeds, not only wronging myself, but may spoil it ever being a plantation, for these and for other reasons I make over all my right and title of any and of all my lands and meadows unto my loving friend. James Fitch Jr. for his to dispose of as he shall see cause.

The mark. of Owaneco.

(Small picture resembling a duck.)"

A few years later, absolute deeds of sale of these and other tracts of land were executed by the sachem in favor of Major Fitch.

In 1684 he obtained from Owaneco the native right and title to a broad tract of unsettled land, comprised under the general name of "the Nipmug and Wabaquassuck countreys." The southern line of this territory beginning at the Quinnabaugh river, north of the present town of Brooklyn, Conn., and running west, was estimated at forty-five miles, and from this western point the line running north extended beyond the northern boundary of Massachusetts.

Out of this tract the town of Pomfret was purchased of Fitch for thirty pounds. It was called the Mashamoquet Purchase, and consisted of fifteen thousand, one hundred acres, which was assigned by Fitch to certain proprietors, May 5, 1686, the deed being countersigned by Owaneco and Josiah, Indian sachems.

THE "MANOR" OF MORTLAKE IN CONNECTICUT

CONTRIBUTED BY WINCHESTER FITCH, B. L.

"Sir John Blackwell bought land in Connecticut from Major James Fitch, who was a grandson of Rev. Henry Whitfield of Mortlake in Surrey, England, there associated with the Blackwell family.

"In the Blackwell records in LeNeve's "Knights" (H.S.P. VIII) and in Burke's "Extinct Baronetage," we find that John Blackwell, Esqr., had his seat at the Mortlake-on-Thames in Surrey, was Gentleman of the Bedchamber to King Charles I and High Sheriff of Surrey in 1657. His son and heir John Blackwell, Jr., Esqr., married Elizabeth, daughter of James Smithsby, Esqr., by whom he had seventeen children, one of whom was Sir Lambert Blackwell, Baronet, ambassador to Tuscany and Genoa, Gentleman of the Bedchamber to King William III and M. P. 1710, who died 1727. He was a descendant of General Lambert of the Cromwellian forces, judge in the court that condemned King Charles I, and associated with the other "regicides" Dixwell, Whalley, Goffe, Scroope and General Desboro, Cromwell's brother-in-law, whose brother, Col. Samuel Desboro married a daughter of Rev. Henry Whitfield. The latter was a cousin of Lt. Gen'l Edmund Ludlow, another regicide judge.

In "Picturesque Pomfret," John Addison Porter says:

"The best part of the Wabbaquasset holdings (Pomfret, Conn.) came by letters patent from the Crown into the possession of Capt. James Fitch, Jr. of Norwich, through Owaneco, the second son of Uncas the "chief sachem of these parts," who originally laid claim to all this Nipmuck (or Freshwater Indian) district. The deed re-

corded in Boston may still be seen in the town clerk's office at Pomfret. Fitch on May 5, 1686 sold for £30 lawful money of New England 15,100 acres of this wilderness land to a dozen Roxbury purchasers represented by Samuel Ruggles, Sr., John Chandler, Sr., Benj. Sabin, John Grosvenor, Sam'l. Ruggles, Jr. and Joseph Griffin."

"In 1691 Capt. John Sabin, a brother of Benjamin, purchased 100 acres of Fitch for £9. In 1713 the town was incorporated as Pomfret, probably as Governor Saltonstall held the manor of Killingly near Pomfret in England.

"Meanwhile land south of the Mashomoquet was sold by Fitch to Sir John Blackwell of England, a noted Puritan and friend of the Commonwealth, a son-in-law of General Lambert, treasurer of Cromwell's army, and M. P."

"The General Court of Connecticut had in fact granted a patent for a town to be called Mortlake in honor of Mortlake in Surrey, England, which was a favorite resort of Cromwell's followers. Sir John Blackwell undoubtedly located his small American colony in this wilderness, for the main purpose of establishing a retreat for the dissenters from the persecutions of King James II. The accession of William and Mary, however, freed his followers from the dangers which threatened them. Blackwell himself returned to his native country." (Conn. Quarterly II, 1.)

"Mortlake was sold later on to Jonathan Belcher, afterwards Governor of Massachusetts and New Jersey, and a founder of Princeton College, who divided part of the property into two large estates, named respectively, Kingswood and Wiltshire.

"Mortlake Manor in short was a feudal holding." (Conn. Quarterly II, 8.)

In 1687 Owaneco conveyed to Major Fitch parcels of land in the towns of Plainfield and Canterbury, of such extent as also to be measured in miles. A mortgage deed, executed in favor of Simeon Stoddard of Boston, Nov. 19, 1691, maps out a portion of Major Fitch's accumulated land claims.

1st. A tract "in the crotch of the rivers Showtuckett and Queenabauge," a mile and a fourth on one river, and nearly three miles on the other, now the southern part of Lisbon, Conn.

2nd. Four thousand acres in two parts: two thousand on each

side of the Quinebaug, in the present towns of Plainfield and Canterbury, Conn.

3rd. Five thousand acres, in two parts, lying south of New Roxbury, alias Woodstock.

4th. A cultivated farm of two hundred acres in Preston.

Following Maj.-Gen. Fitch by his various deeds on record, one might suppose that during a part of his life he changed his local domicile every week. This was because he owned such a vast extent of acreage and had a seat at each place; that he had a legal right and did sign himself as being from many different places. On one occasion he is spoken of as an inhabitant of Preston, Conn.

In 1697, he writes himself, "I, James Fitch of Norwich."

In 1698, "I, James Fitch of Peagscomsuck," (now Canterbury) in a deed recorded at Norwich, Conn.

In 1699, "I, James Fitch of Kent, alias Peagscomset," now Canterbury) in a deed recorded at New London, Conn.

In 1701, "I, James Fitch of Plainfield" in a deed recorded at New London effecting the sale of 1,000 acres in Plainfield, Conn.

In 1703, "I, James Fitch of Canterbury."

But although Major Fitch had farms and dwelling houses in several townships, and seems to have circulated freely through his possessions, he retained his connection with Norwich as a legal inhabitant down to the year 1697.

In the same year he removed his family to Peagscomsuck, which was the Indian name of an island in the river near which he settled. It was a plantation on the Quinebaugh river, which he designed should be called Kent. This name, however, was soon changed to Canterbury.

"Of this town he was pre-eminently the founder," says Miss Caulkins. "He purchased the land, made the first clearings, laid it out in farms and house lots and built himself the first barn and the first framed house within its limits. He drew after him from Norwich, other substantial settlers; the names of Backus, Bradford and Tracy appearing early upon the annals of the town."

Canterbury and Plainfield grew up like twin plantations, side by side. Major Fitch was one of the first proprietors in each. Plainfield was incorporated in 1699; Canterbury in 1703.

Major James Fitch and his brother, Capt. Daniel Fitch, third son of Rev. Mr. James Fitch, were highly esteemed as brave soldiers and experienced partisans in Indian warfare. In the summer of

1696, a band of Mohawks committed some depredations on the western towns in Massachusetts, and Major Fitch's help was asked. A rumour reached him that an Indian band had been skulking about Woodstock. He hastened from his farm to Norwich, collected a band of brave whites — aided and supported by a large band of his loyal and trusty Mohegan warriors,—and plunged into the forest in pursuit of the enemy.

From Woodstock, he sent a part of his force under his brother, Capt. Daniel Fitch, to range the woods further to the west, which they did, scouring the country as far as Oxford, Worcester and Lancaster, Mass. The enemy Mohawks hastily retreated when word reached them that Major Fitch had taken the field. Thus this hostile Indian incursion was quickly ended.

“Tradition and record give intimations of one defect in the character of the gallant Major,” says Miss Caulkins. “He could not always resist the temptation to convivial excess, but he appears to have had the Christian grace to acknowledge the fault when committed, and repent of it.” He was under the temporary discipline of the Norwich church in 1704, but he continued his connection with this church long after his removal to Canterbury, and perhaps till his death. Probably those who knew of his hardships and exposure in the wilderness were lenient judges of this failing.

County Courts were constituted by the General Assembly of Connecticut in May, 1666. The General Court after 1670, nominated assistants to hold the court annually in New London, Conn.

Major James Fitch became a Magistrate, and Assistant in 1680, and held the office until 1706. He was made “Major” by New London County, in 1696, and thereafter was recognized as one of the chief military commanders of that period in the New England colonies.

Thus we see that the whole Wabbaquasset country, a tract extending forty-five miles west of the Quinebaug river and north as far as Massachusetts would allow, was placed within Fitch's disposal and practical ownership.

But just as Major Fitch was preparing to lay out this princely domain, negotiating for the sale of the future Pomfret and Brooklyn, Conn., he was compelled by the process of events, and the administration of Sir Edmund Andros, to observe a season of “watchful waiting.”

Fitch was far too shrewd a man to waste time and money in attempting to secure confirmation of his land from that despotic ruler, in whose eyes an Indian deed was "worth no more than the scratch of a bear's paw;" but quietly bided his time till that welcome revolution which overthrew the power of James II, and his detested Governor-General. Fitch, who had powerfully opposed their despotic policies, immediately bestirred himself in the re-instatement of colonial government, "travelling" it was said, "from Dan to Beersheba, to incite the freemen and summon a General Court." In 1689 the Legislature delegated him, with Major Gold, to visit New York to secure that province "against popery," and "get William and Mary proclaimed," and again to confer with Leisier. (N. Y. Call's III, 591-625.) He published two pamphlets to justify the Anti-Andros Revolution and the resumption of the charter that was concealed in the Charter Oak. One was "A Short, Plain Discourse," issued 1691; and another, "A Little of the Much" in 1692. (Historical Magazine III, 52.)

"By whom was the charter of the Government restored?" sneeringly asks an enemy of Connecticut, "but by James Fitch, Nathaniel Stanley, and such like *private men*?" A private man instrumental in such a public service is surely worthy of grateful remembrance.

After the first general election Fitch appears as a member of the Council, and thenceforth figures as the most prominent and picturesque personage in eastern Connecticut,—a magistrate and military leader, as well as proprietor of a vast tract of country. Selling out townships as if they were farms, surveying disputed lands and bounds, holding courts of inquiry, deciding vexed questions, he makes what seems like royal progress through his domains, with his accompanying retinue of Indians, soldiers and land-agents.

The jealous eye of a contemporary, who could not "see cause to acknowledge Capt. James Fitch to be Lord Proprietor of this Colony," enables us to see what power and authority he was exercising at this early stage of his career. A "Remonstrance" laid before the General Court by many of "his Majesty's loyal and dutiful subjects," sets forth—

"That Captain Fitch has laid claim to our established inheritance by pretences of grants from Owaneco . . . has procured the Wabbaquasset, Mohegan, Quinebaugh and a great part of the Pequot country from Owaneco and hath already sold out vast tracts of our

land to some now in England, Rhode Island, and some to privateers as we have been informed. . . . Let any man give an example of any of the King's subjects in Europe or America since the times of William the Conqueror till today that ever engrost so much land as Captain Fitch hath done in this colony which was before given and confirmed to other men under the great seal of England, and we cannot but declare and protest against these sales as illegal.

"We cannot but declare against Captain Fitch his being such a great land pirate and selling so much of our land to strangers and hope the General Court and our people will consider how pernicious a man Mr. Fitch is to the rising generation and what a scandal it is to this government and how gravaminous to many of the Queen's subjects that a person who makes it his business to sell the freemen's lands shall any longer continue in office in this Colony."

But, however strong the opposition and remonstrance, it had no effect upon the position of our monopolist during the wars known as King William's and Queen Anne's. His influence over the Indians made him a tower of strength throughout those stormy years. Massachusetts was forced to call upon him to defend her frontier, where the Wabbaquassets would not be ordered, but by virtue of authority from Connecticut. In Queen Anne's War, second in command to General Winthrop, Major Fitch held the lands on which Fort Edward and Fort Ann were built in Washington Co., N. Y., and some maintain that it was of him and his troops that "Yankee Doodle" was first sung. (N. Y. Hist. Coll. III, 707, and IV, 144-5.) His new plantation at Peags-com-suck, now Canterbury, was made the rendezvous of many a military expedition — the scene of many a martial and legal conflict.

As Indian wars ceased, Major Fitch was called to battle for his land titles. His first fight was with the heirs of Governor John Winthrop, who claimed the Quinebaug country — now included in Plainfield and Canterbury — by an earlier Indian grant than that of Owaneco to Major Fitch.

The General Court, loath to excite the ire of such spirited and powerful combatants, delayed decision. Both claimants proceeded to sell out farms and encourage settlement. A guerilla warfare ensued between the Winthrop and Fitch settlers.

"Bounds and fences were removed; crops raised by one faction seized and carried off by the other; future respected citizens clinched

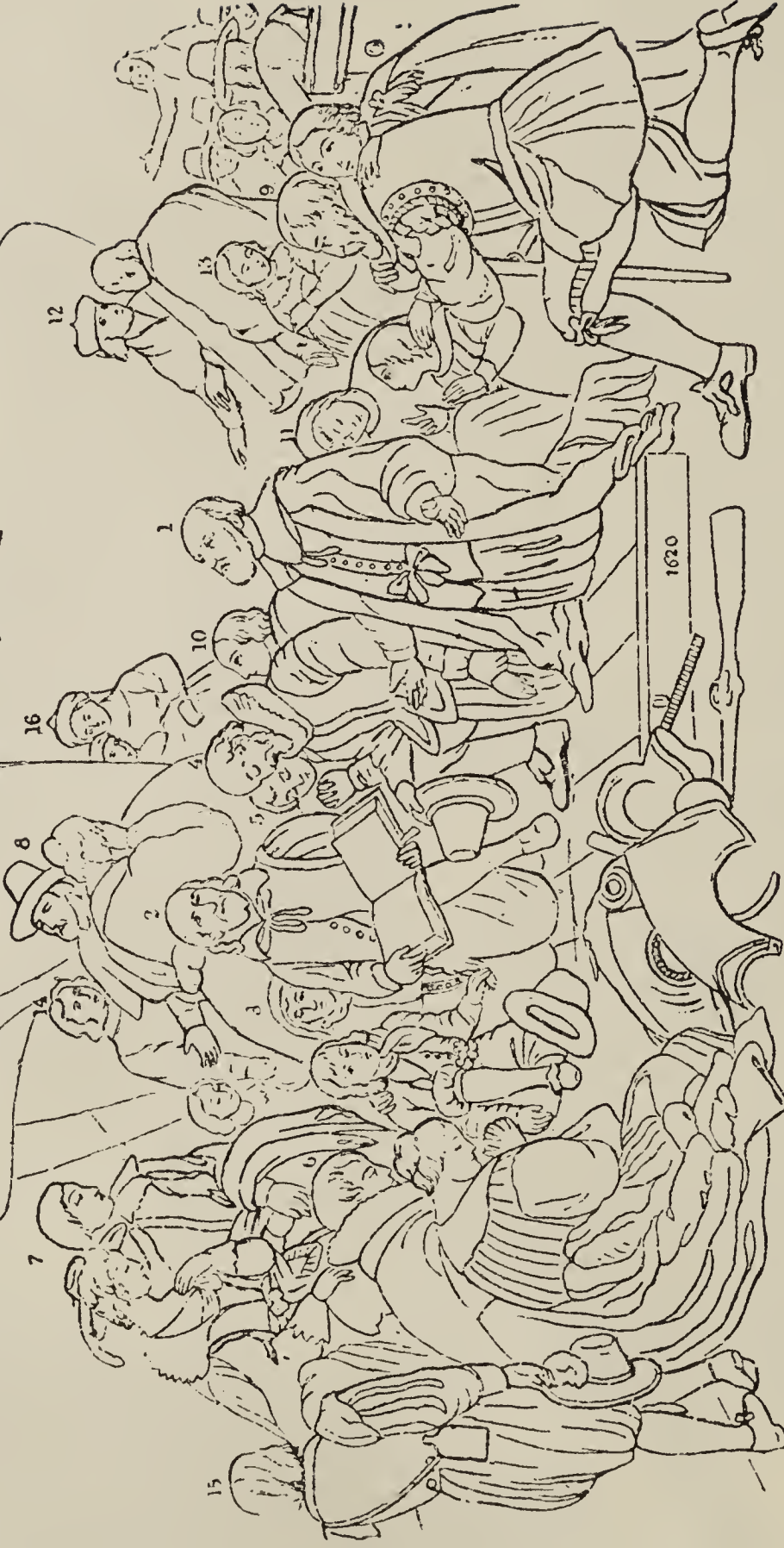


"EMBARKATION OF THE PILGRIMS"

Photo of Robert W. Weir's great historical painting of the "Embarkation of the Pilgrims" (from Delft Haven, Holland, July 22, 1620) in the Rotunda of the Capitol, Washington, D. C. Elder William Brewster is presented holding the Bible, and at his left is Mrs. Brewster with arm around sick child. To the right of Elder Brewster can be seen the face of William Bradford, who succeeded as Governor upon the death of Carver. In back of Bradford is Mrs. Bradford, who fell overboard the day the Mayflower came to anchor. At the right of Bradford is Governor Carver, and at the right of Carver is Mr. Robinson, pastor of the congregation. The Pilgrims set sail in the "Mayflower," sending their smaller vessel, the "Speedwell," back to London.

EMBARCATION OF THE PILGRIMS

At Delft Haven, Holland, July 22^d 1620.



1. Mr ROBINSON Pastor of the congregation
2. Elder WM. BREWSTER
3. Mrs BREWSTER and sick child.
4. Gov CARVER.
5. WM. BRADFORD
6. Mr & Mrs WHITE
7. Mr & Mrs WINSLOW.
8. Mr & Mrs FULLER.
9. MILES STANDISH and his wife Rose.
10. Mrs BRADFORD, she fell overboard the day the vessel came to anchor.
11. Mrs CARVER and child.
12. Capt. REYNOLDS and Sailor
13. BOY belonging to Carver and family
14. BOY in charge of Mr Winslow
15. BOY belonging to Mrs Winslow's family
16. A NURSE and child

and threw hatchets," says Miss Larned. "Gay youngsters from Norwich, known in later years as sober magistrates and councilors, made raids upon the Indian corn-fields; scout the Major's writs, and run away from the arresting constables. Our friend, the Major, figures conspicuously in all this wrangling; now sitting in judgment, and then arraigned as offender."

Great meetings of Courts and Commissioners were held at Peags-com-suck, meetings that brought in picturesque conjunction representatives of old and new Connecticut, high official dignitaries, governors, ministers, magistrates, lawyers, Owaneco in royal state, with surviving Pequots, Nipmucks, and Narragansetts. AFTER MUCH SIFTING OF CONFLICTING TESTIMONY, THE RIGHT OF OWNERSHIP WAS CONFIRMED TO MAJOR FITCH, WITH RESERVATIONS ALLOWED TO THE WINTHROPS AND OTHER CLAIMANTS.

During the administration of Gov. Fitz John Winthrop, Major Fitch served at the head of the Council, and was in 1695 entrusted with the revision of the colonial laws and other important public services. In 1696 he was given command of the New London fort.

He was a friend of education — the first layman in Connecticut to offer material aid to her infant college (now Yale University); a friend to the Christian religion, helping to build meeting-houses and sustain ministers in his several townships.

In 1698 he was appointed a commissioner for the colony to adjust the boundary between Connecticut and Rhode Island.

When Major Fitch as chairman of the Council in 1708 expressed his "great approbation" of the result reached by the reverend ministers of the colony in council at Saybrook, Conn., and assented to that "happy agreement" known as the "Saybrook Platform" by which all the churches of Connecticut were to be "united in doctrine, worship and discipline," and all troublesome religious discords silenced forever, he demonstrated his influence in behalf of religious environment and instruction.

Above all else he was a friend of the people; an advocate of popular rights, contending as strenuously for the privileges of the Lower House in the General Assembly as previously against the domination of Andros.

Unwilling, however, "that any private prejudice should hinder public good," he did not hesitate to use his great political and personal influence to keep Gov. Gurdon Saltonstall in power, though

afterwards tauntingly reminding him — “That had I let you out of my hands, know assuredly yourself and Mr. Christopher had been next year at liberty.”

The closing years of Major Fitch's life were embittered by dissensions and pecuniary embarrassment. His large landed possessions involved him in serious complications. The great “Mohegan Land Case” entailed endless expense and trouble. The Government of Connecticut challenged his claim to certain townships, and, when he proceeded to make sales of land and lay out allotments, Gov. Saltonstall issued a public proclamation forbidding plantation work therein.

Considering this an illegal and invalid document, suffering from gout, and harassed by business perplexities, the Major was thrown into a tempest of rage at what he believed to be a gross injustice, and as if he were indeed “Lord Proprietor of the Colony,” he immediately put forth a counter proclamation from “The Honored James Fitch, proprietor of a certain tract of land, east of Enfield,” asserting his right to the land, and his sovereign contempt for “a proclamation lately come forth.”

This audacious proceeding called out a summons to appear before the Governor and Council to answer “for its false and seditious expressions;” but the haughty Major Fitch, lame with the gout, and unable to ride, refused to obey in terms scarcely less determined than the original document. The matter rested until the succeeding session of the General Court, May, 1717, when it was ordered that a warrant be sent “to arrest the said Fitch and have him before the Assembly.”

But before its execution the impulsive Major, probably relieved from gout, and returning to his better judgment, sent a most humble confession of his fault “being heartily sorry and condemning himself therefor,” and asking forgiveness of His Honor and the Honorable Assembly.”

The Upper House upon consideration proposed to let him off by a £20 fine — “a slight punishment for so high a misdemeanor,” but the Lower House, faithful to its champion, insisted “that the full and ingenuous acknowledgment was sufficient” and Fitch obtained an unconditional discharge. Nothing could more clearly show the compelling charm of his personality, or the grateful respect in which he was held.

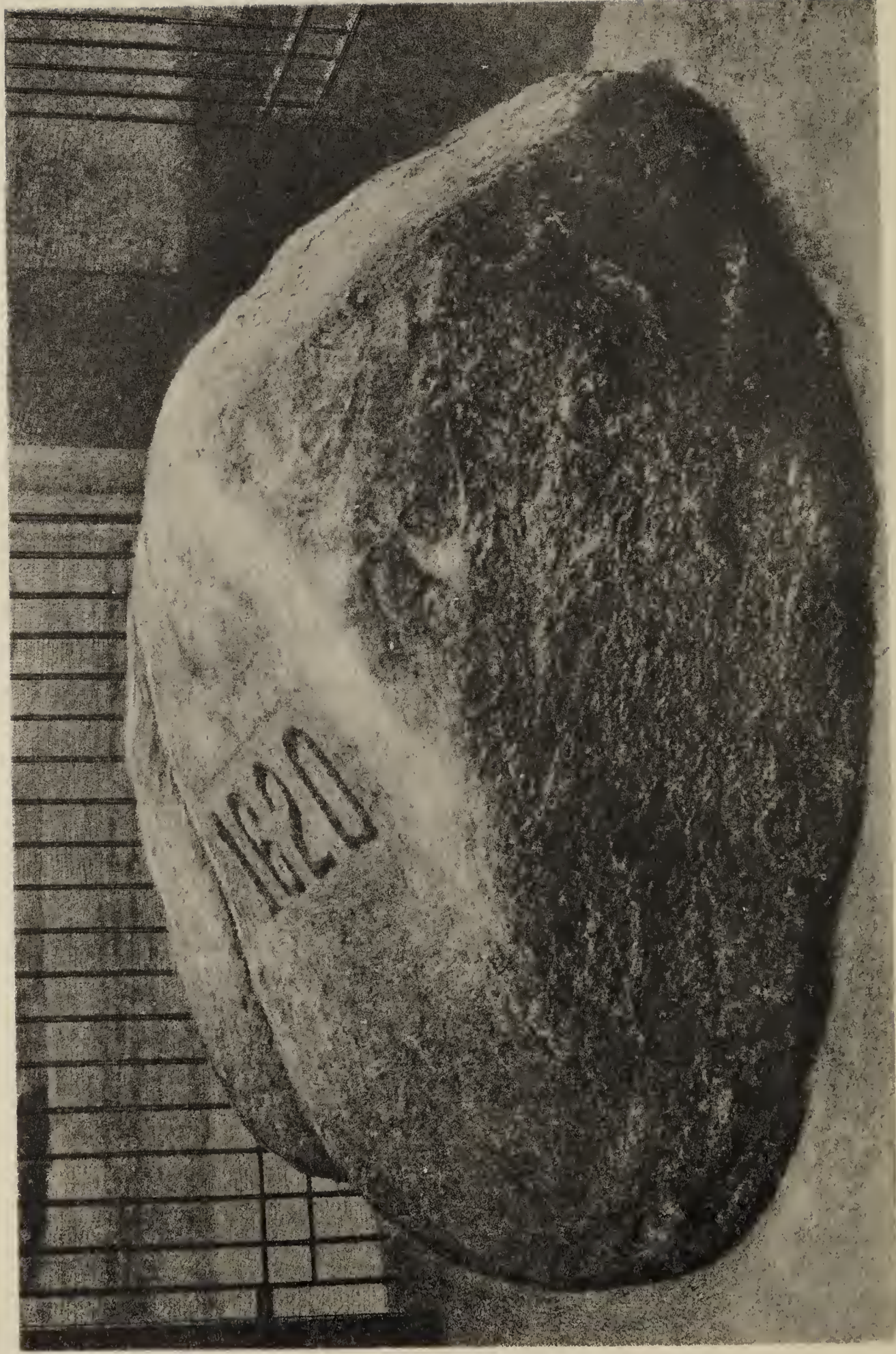


THE MAYFLOWER APPROACHING LAND

November 1620

By the direction of the United States Government, the late Capt. J. W. Collins of Boston made a model which was accepted as the only true model of the "Mayflower" and is now on exhibition at the National Museum, Washington, D. C. From this model and personal suggestions of Capt. Collins, Marshall Johnson of Boston painted the original oil painting, reproduction of which is copyrighted by the John A. Lowell Bank Note Co. of Boston. The above illustration appears by special permission of Payson T. Lowell, President

(Copyright John A. Lowell & Co., Boston, U. S. A.)



PLYMOUTH ROCK

On November 21, 1620, the Pilgrims signed "The Compact" in the cabin of the "Mayflower", which anchored in Cape Cod Harbor, and the Pilgrims went ashore

With this exciting episode he disappeared from public life, and after a few years was laid to rest in Canterbury churchyard. A blackened stone, half-overgrown with sweetbriar and sumacs, tells of "his birth and parentage, his usefulness in his military and in his magistracy to which he was chosen and served successively to ye great acceptation and advantage of his country, being a gentleman of good parts and very forward to promote ye civil and religious interest of it. Died Nov. 10, 1727, aged 80 years."

Yale University honors Major Fitch as its earliest patron. He contributed to the funds gathered for its first establishment, gave the glass and nails for the first college edifice, and endowed it with 637 acres of land in the town of Killingly. His name is honored by "The Fitch Gateway" in the Harkness Memorial Quadrangle, New Haven, Conn. Both sides of the Gateway bear inscriptions telling of his service as a founder of Yale College, now Yale University.

Major James Fitch by his first wife, Elizabeth, daughter of the Deputy Governor Major John Mason had (1) James, born Jan., 1678 (who died as an infant); (2) James, born June, 1679, died early, unmarried; (3) Jedediah, who settled in Nantucket, Mass., and left descendants (see Nantucket (Mass.) Vital Records); (4) Samuel, born July 12, 1683, left descendants; and (5) Elizabeth, born 1681.

By his second wife who was Mrs. Alice (Bradford) Adams, widow of Rev. William Adams of Dedham, Mass., and daughter of Deputy-Governor William and Alice (Richards) Bradford of Plymouth and a grand-daughter of Governor William Bradford of the Mayflower, Major Fitch had children: (6) Abigail, born Feb. 22, 1688, married Col. Dyer of Canterbury, Conn.; (7) Ebenezer, born Jan. 10, 1690; (8) Daniel, born Feb. 1693; (9) John; (10) Bridget, born 1697; (11) Jerusha, born 1699, married Daniel Bissell; (12) William, born 1701, and (13) Col. Jabez, born 1703. (See Stiles' "Ancient Windsor, Conn.")

In her "History of Norwich" Miss Caulkins says: "Major James Fitch was of good abilities, excellent business capacity, great activity, energy, and understanding, and was counted among the foremost men of the colony of that day."

The inscription on the "Fitch Gateway" at New Haven, Conn., is confusing as Major Fitch's "offer" was accepted. The word "offer" should read "gift." The following letter proves that Major Fitch was directly responsible for the founding of Yale College:

YALE UNIVERSITY LIBRARY
New Haven, Connecticut

April 24, 1929.

Mr. Roscoe Conkling Fitch,
Detroit, Michigan.

Dear Sir:

May I apologize for the delay in sending you the information you requested in your letter of March 18th. The questions you asked were somewhat involved and it has taken us some time to look up the information for a satisfactory answer.

The documents relating to Major Fitch's gift, are published in part in "Documentary History of Yale University," edited by Franklin Bowditch Dexter, New Haven, 1916. The document relating to the offer of nails is published on pages 19 and 20 as follows:

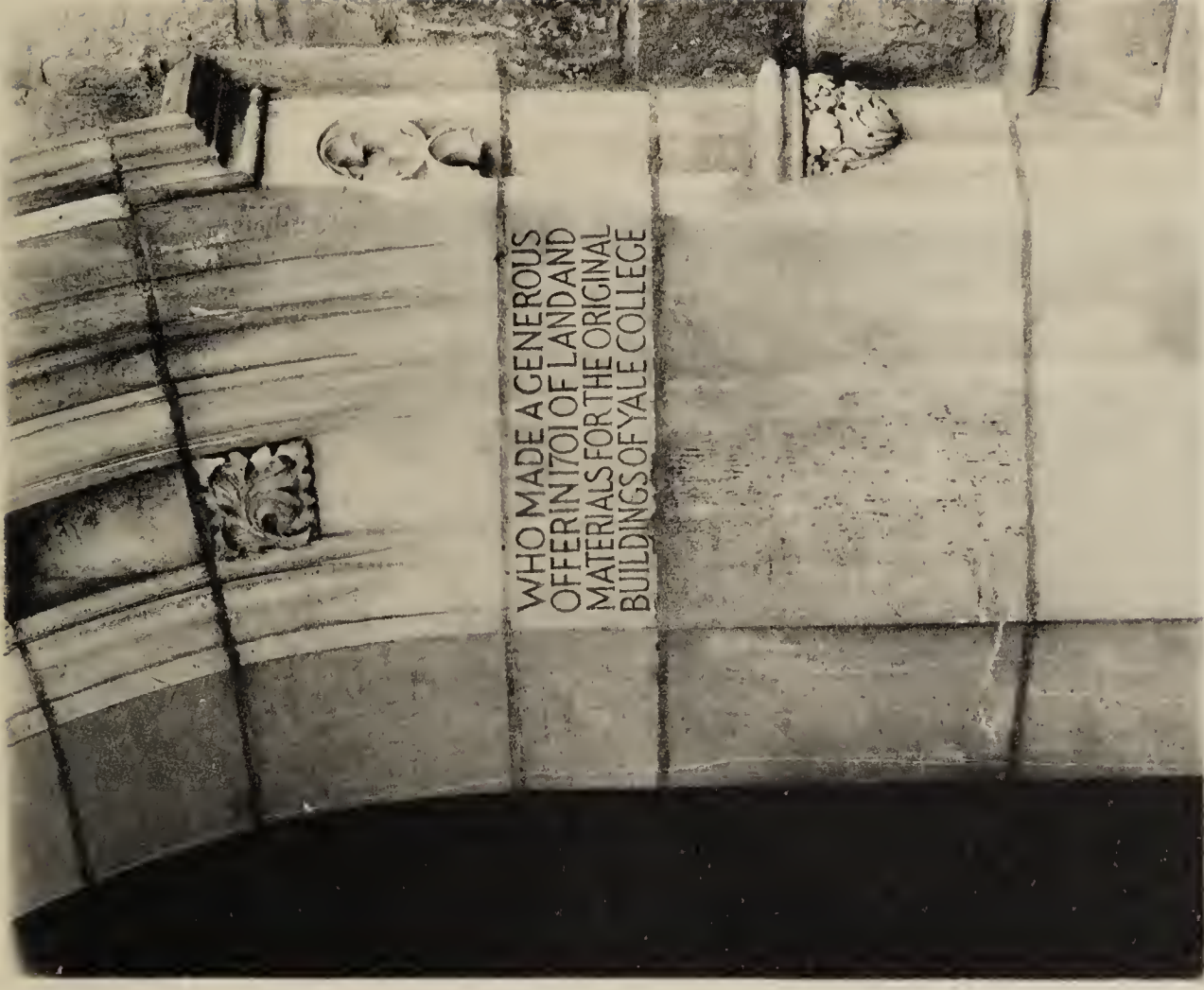
Offer of James Fitch
October 16, 1701
to give land and materials to provide
for the erection of a College Building.
(FROM THE UNIVERSITY ARCHIVES)

Major Fitch, of Plainfield, Connecticut, was at this date, and for many years, one of the Governor's Assistants, or Upper House of the General Assembly; and his offer appears to have been designed to facilitate the passage of the Charter. He was a son of the first minister of Norwich, Connecticut, and one of the largest land proprietors in the Colony.

Subsequently, the land now offered was the subject of a prolonged legal controversy; but it has not seemed necessary to print these details.

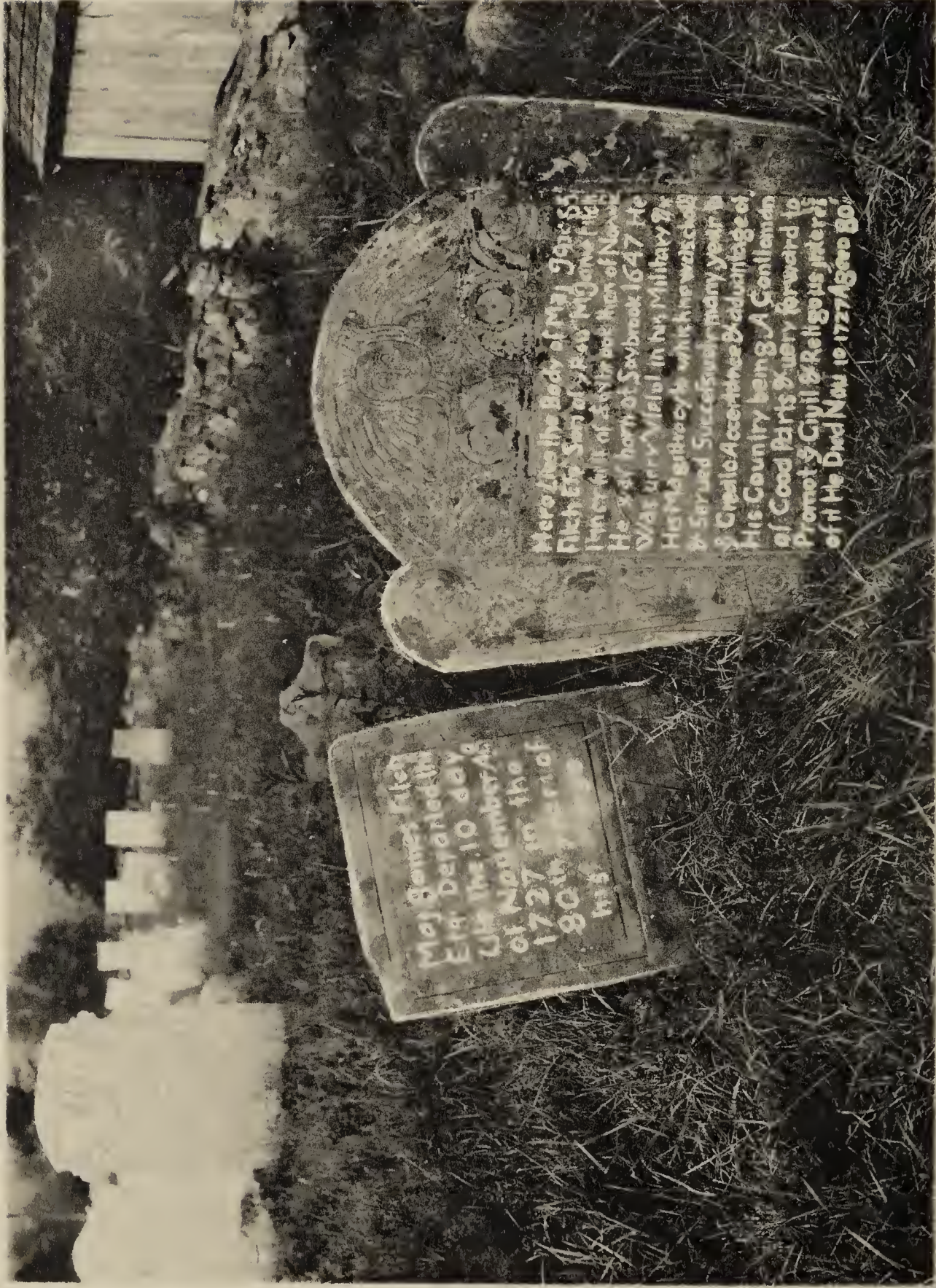
The following original document is in the Yale Library:

"In that it hath pleased y^e Lord our God as a token for Good to us & children after us To put it into the hearts of his faithfull ministers to take soe great paines, and be at soe considerable charge for setting up of a Coledgiat School amongst us & now for farther promoting, of this God pleasing worke, I humbly freely & heartily offer, on demand to provid glass for a house, and if people does not come up to offer what is reasonable & needfull, that I will then provid nails of all sorts to be used in building a house & hall. 2ly I give a farme, 637 Acrs of land & when i will send y^e draft and laying out to Mr



INSCRIPTION IN MEMORY OF MAJOR-GENERAL JAMES FITCH ON TWO SIDES OF FITCH GATEWAY, HARKNESS MEMORIAL QUADRANGLE, YALE UNIVERSITY, NEW HAVEN, CONN.

The Librarian of Yale University has made researches proving that Fitch made a Gift in 1701 to Yale College of the land and materials insuring its permanent establishment and the word "offer" in inscription above is inaccurate. (See letter from Librarian.)



INSCRIPTION ON MARKERS OVER GRAVE OF MAJOR JAMES FITCH IN THE OLD CEMETERY AT CANTERBURY, CONN.

To the left can be seen the large white stone marking the grave of Major Fitch's son, Colonel Jabez Fitch.

Dan¹¹ Taylor that he may make such a Deed proper in such a case: the farme I value at £150. I will alsoe take some paines to put it in a way of yearely profit. £30 charge I hope will bring £20 per yeare in a little time.

(Signed) James Fitch

Newhaven

Octob^r 16 1701”

We have found no further reference concerning the acceptance or non-acceptance of the offer of nails or glass. The Library has two other documents of Major James Fitch:

Letter to court in New London on suit vs. Yale College
Two letters to Yale College Trustees, Sept. 4, 1724 and
Nov. 27, 1721.

There are several other references to Major Fitch in Mr. Dexter's "Documentary History of Yale University."

Ebenezer Baldwin in his "Annals of Yale College, from its foundation to the year 1831" published in New Haven in 1838, page 306, includes James Fitch as one of the Benefactors of the College under the date of 1701.

1701. JAMES FITCH, ESQ. OF NORWICH: 637 ACRES OF LAND IN KILLINGLY: EXCHANGED FOR 628 ACRES OF LAND IN SALISBURY.

Yours very truly,

(Signed) Anna S. Pratt

Reference Librarian.

President Daniel Coit Gilman said of Major Fitch's gift to Yale in 1701: "It was this noble gift which insured at that time the establishment of the now venerable institution."

CHAPTER V.

REV. MR. EBENEZER FITCH, D. D. (1756-1833).

FIRST PRESIDENT OF WILLIAMS COLLEGE

HIS KIN—DR. SAMUEL SHELDON FITCH, CAPTAIN WILLIAM EBENEZER FITCH AND HIS SON, ROBERT L. FITCH OF INDIANAPOLIS,
INDIANA

DR. EBENEZER FITCH (Dr. Ebenezer,⁵ Dr. Jabez,⁴ Col. Jabez,³ Major James,² Rev. James¹), first President of Williams College, was born at Norwich, Conn., Sept. 26, 1756, son of Dr. Jabez Fitch, a physician of considerable eminence, and Lydia (Huntington) Fitch, (*Encyclopedia of Biography*, Mass.)

He passed his childhood at Canterbury, Conn., which gave rise to the erroneous idea that he was also born there, a statement that was even inscribed upon his tombstone. He was fitted for college by the Rev. Dr. James Cogswell, for some years a minister in Canterbury. From his earliest boyhood he contemplated entering the ministry, and his excellence in study and in conduct were marked both at school and at home. He was graduated with honor at Yale College in the fall of 1777, a commencement which, owing to the distracted state of the country in consequence of the Revolutionary War, was attended by but few people. The next two years he spent in New Haven as a resident graduate, and a part of a year at Hanover, New Jersey, teaching an academy. In 1780 he received the degree of M. A., with the appointment as tutor at Yale College. This office he resigned in 1783 to form a mercantile connection with Henry Daggett of New Haven, and in June of the same year, went to London to purchase goods. Owing to his ignorance in business matters, these were wholly unsuited to the simple wants of the Connecticut people; hence he became involved in serious pecuniary embarrassment from which he was unable to extricate himself for a number of years.



Ebenezer Fitch



RECONSTRUCTED PORTRAIT OF DR. EBENEZER FITCH,
First President of Williams College, made by the noted New York
artist, Guy W. Hodges, in accordance with directions furnished by
the compiler of this history



WEST COLLEGE
First building of Williams College, built in 1790
(From daguerreotype taken for the Class of 1848)



WEST COLLEGE
From photo in 1917



GRACE HALL AND WILLIAMS HALL, WILLIAMS COLLEGE
Williamstown, Mass.

In 1786 he was for a second time elected to the office of instructor at Yale College, and until 1791 officiated as senior tutor and librarian. During his tutorship he connected himself with the college church, and was licensed to preach in May, 1790.

He was elected preceptor of the academy at Williamstown, Mass., in 1790, and on Oct. 26, 1791, assumed his duties there.

In June, 1793, the institution at Williamstown, known as the Williamstown Free School, received from the General Court of Massachusetts, a charter as a college, and in August of the same year Mr. Fitch was elected president. This college subsequently attained great fame and prosperity. The first commencement of Williams College was held on the first Wednesday in September, 1795, President Fitch presiding. On June 17, 1795, he had been ordained a minister of the gospel.

In 1800 he received the honorary degree of Doctor of Divinity from Harvard University. He presided over Williams College with a marked degree of ability and success for twenty-two years.

Through his wise and prudent direction of its earlier affairs the institution's later prosperity was made possible. His most distinguishing characteristics were purity and benevolence; and through his personal aid many students without means of their own were enabled to obtain a college education. Upon his resignation from the presidency in 1815, he became pastor of the Congregational Church at West Bloomfield, New York, and remained there twelve years. After resigning the pastorate he continued to preach occasionally until the time of his death, March 21, 1833, at West Bloomfield.

From "Yale in the American Revolution" by Johnston, 1888:

"Turning first to the College (now Yale University) when the war (Revolution) opened, we are quite prepared to find that little community as deeply agitated as any other, and responding as quickly to the popular sympathies. There is this reference, to the situation in the journal of one of the students, Ebenezer Fitch (later President of Williams College), which expresses much:

" 'Friday, April 21,—To-day tidings of the battle of Lexington, which is the first engagement with the British troops, arrived at New Haven. This filled the country with alarm and rendered it impossible for us to pursue our studies to any profit.'

"The student Ebenezer Fitch of the Sophomore Class was to

become the first President of Williams College. It is fortunate for our purposes that his journal has been preserved, as the extract quoted appears to be, with an item in the diary of President (Ezra) Styles, the only contemporary record we have of the effect produced at Yale by the Lexington news. And startling news it was, no doubt. One may readily picture the scene of excitement around the old halls that evening as the students and townsmen alike dwelt upon the details of the encounter and canvassed the probability of having a war at their very doors.

“What shows that they were all profoundly moved, is the fact that on the next day class exercises were suspended and college ‘broke up.’ The studious Fitch himself could not keep to his books, but went home to Canterbury, and soon after visited the camps then forming around Boston.

It was not until June 1st, 1775 that he (Ebenezer Fitch) returned to college,” says the Rev. Calvin Durfee in his biography of Dr. Fitch, which was printed at Boston in 1865.

“There were no public commencements until 1781. College was first dismissed for a few weeks, as stated, in April, 1775. In August, 1776, it was again dismissed, as Fitch says, ‘on account of the prevalence of the camp distemper.’ He seems not to have returned until November. ‘Difficulty of subsisting the students required another recess from Dec. 10 to Jan. 8, 1777. Again, March 22, ’77, Fitch writes in his diary: ‘This morning the President (Mr. Daggett) made an address to the students, informing them that on account of the impossibility of supplying the college with provisions, it would in a few days be dismissed and also that he had fully made up his mind to resign the presidency of the college to ally himself with the patriot cause.’ (From “Yale in the Revolution.”)

The residence of Dr. Ebenezer Fitch in West Bloomfield, N. Y., containing all of his papers and personal effects, was burned shortly after his death. This fire is said also to have destroyed a manuscript genealogy of the Fitch Family which Dr. Fitch is said to have been compiling during the later years of his life.

Dr. Fitch’s remains were first buried at West Bloomfield, N. Y., but some years later a committee of the Alumni of Williams College had his remains removed to the old college cemetery at Williamstown, Mass. Impressive ceremonies were held and a handsome monument placed over his grave.



H. A. Garfield

DR. HARRY AUGUSTUS GARFIELD,
President of Williams College and a descendant of Rev. Mr. James Fitch I, of
Norwich and Lebanon, Conn.

WILLIAMS COLLEGE
WILLIAMSTOWN, MASSACHUSETTS
OFFICE OF THE PRESIDENT

October 21, 1929

Mr. Roscoe Conkling Fitch,
Fitch Farm,
Goshen, New York.

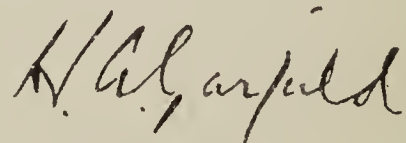
Dear Mr. Fitch:

My Father was not a descendant of Reverend James Fitch but my descent is traced on my Mother's side. It may interest you to know that both Mrs. Garfield, my wife, and I are eighth in descent from Reverend James Fitch and Priscilla, daughter of Major John Mason, Dr. Ebenezer Fitch, the first President of Williams College, being fourth in descent.

It will be possible for you to obtain a photograph of my Father and facsimile of his signature in his "Life and Letters of James A. Garfield" by Theodore Clarke Smith. For reference to data see Bond's "History of Watertown", "New England Genealogical Register", or "An Abridged Compendium of American Genealogy".

I am pleased to comply with your request and am sending you under separate cover my photograph.

Sincerely yours,



FACSIMILE OF DR. HARRY AUGUSTUS GARFIELD'S LETTER

It is interesting to note that Dr. Ebenezer Fitch, first President of Williams College was fourth in descent from Rev. Mr. James Fitch I and his first wife, Abigail (Whitfield) Fitch, while Dr. Garfield, now President (1929), son of the late President of the United States, James A. Garfield, is eighth in descent from Rev. Mr. James Fitch I and his second wife, Priscilla (Mason) Fitch.

The writer has recently sent letters to the President, members of the faculty and Alumni of Williams College, suggesting that an official movement be launched by Williams College to honor the name of its first President, Dr. Ebenezer Fitch, by the erection of a suitable memorial to him on the college campus. Eli Herbert Botsford of Williamstown, Mass., Secretary of The Society of Alumni of Williams College, replied under date of September 28, 1929, as follows:

"Your suggestion in regard to honoring the name of Dr. Ebenezer Fitch, first president of Williams College has been made several times before and we are not at all surprised at your inability to find any portrait of Dr. Fitch. I have myself personally directed a search in the records of New York State villages where he was supposed to have located, in the great libraries, and elsewhere. We have never been able to find any description even of the personal appearance of Dr. Fitch, let alone any oil painting or pen and ink sketch. We have nothing on which to construct a portrait of that excellent gentleman and we are just as anxious as is the Fitch family to have something of the kind.

"The story of his administration and what he did for the college may be found in different publications. I have had in mind some such action as your suggestion relative to a memorial but the lack of material in regard to Dr. Fitch has always hampered our action.

"I shall be interested to learn how much you yourself actually know of the first president of Williams College, and will gladly publish in our Alumni magazine any new material which you may have been able to find.

(Signed) Eli Herbert Botsford."

The writer suggests that any person who reads this who has any information concerning descendants of Dr. Fitch who may have a portrait or information concerning him, communicate with the writer and the officials of Williams College, Williamstown, Mass.

The following interesting sketch of Dr. Fitch is reprinted by permission from the Williams Alumni Review of December, 1921:

"The Free School in Williamstown, to be established under the will of Ephraim Williams, was granted a charter in 1785. Ebenezer Fitch, valedictorian of the class of 1777 at Yale College, became the popular preceptor of the new academy. Mr. Fitch was born in Norwich, Connecticut in 1756, the son of an eminent physician, and after

graduation became tutor and then librarian at Yale where he had been licensed to preach.

"In June 1793 a new charter was granted by which the Free School became Williams College. In the same month Mr. Fitch was ordained as a minister and in August was inducted into office as the first president of the college. The first commencement was held in September 1795 and the catalogue of that year is said to be the first catalogue of members of a college published in this country. Five years later Harvard conferred the title of Doctor of Divinity upon President Fitch.

"The college possesses no photograph or portrait of President Fitch but he is described as "a man of fine personal appearance, courtly in manner, of dignified carriage, of the purest morals, and most exemplary religious character." Under the Fitch administration of twenty years, the college prospered. Scholarship was the goal set before the students.

"Dr. Fitch writes: 'OUR AMBITION IS TO MAKE GOOD SCHOLARS RATHER THAN TO ADD TO OUR NUMBERS; AND IN THIS WE MEAN NOT TO BE OUTDONE BY ANY COLLEGE IN NEW ENGLAND. PERSEVERANCE IN THE SYSTEM WE HAVE ADOPTED WILL EVENTUALLY GIVE REPUTATION TO THIS INSTITUTION IN THE VIEW OF ALL WHO PREFER THE USEFUL TO THE SHOWY.'

"Religion became a subject of absorbing interest on the campus and the missionary spirit was kindled, a light which has never been extinguished. Dr. Fitch, sixty years of age, resigned in May 1815 and was installed as pastor of the Congregational Church in West Bloomfield, N. Y., where he continued his labors almost to the time of his death. The first administration was entirely constructive."

"PRESIDENT FITCH 1793-1815

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(In *Williams Weekly* 1893-4 7: 9-10. Centennial Number)

Epochs of Williams

Loomis, J. P. The administration of President Fitch

(In *Williams Literary Monthly* 1896 12: 112-113).

Biographical sketch of President Fitch

Durfee, Calvin

(In *Williams Biographical Annals*. 1871 pp. 23-26).



"In memory of
 REV. EBENEZER FITCH, D.D.
 First President of Williams
 College
 Born at Norwich, Ct.
 Sept. 26, 1756
 Graduated at Yale College 1777:
 Tutor there 8 years:
 Became Preceptor of
 The Academy at Williamstown
 Oct. 1790
 President of the College 1793
 Resigned the Presidency 1815:
 Installed at West Bloomfield, N. Y.
 Nov. 29, 1815
 Resigned Nov. 25, 1827
 Died there March 21, 1833
 Aged 77 years"



MONUMENT TO PRESIDENT FITCH

Erected by the Alumni of Williams College, Williamstown, Mass. Dr. Fitch died at West Bloomfield, N. Y., May 21, 1833. Many years after his death his remains were removed from the West Bloomfield cemetery and buried in the old cemetery at Williamstown, Mass. Alumni of the college erected this monument over his grave

A History of Williams College

Spring, Leverett Wilson. 1917 pp. 39, 40; 42-93."

Rev. Mr. Durfee's biography of Dr. Ebenezer Fitch states that he married May 2, 1792, his cousin, Mrs. Mary Backus Cogswell, the widow of his intimate friend, Samuel Cogswell. She was the daughter of Major Ebenezer Backus of Windham, Conn. (See Cogswell Genealogy, p. 243.) They had several children, the exact names of the sons being in doubt.

Rev. Mr. Durfee wrote:

"Three of President Fitch's children were born at a birth, May, 1807, two of whom died the June following, of the whooping cough. One of the three is still living. The children now living are two sons and the only daughter, Mrs. Lucy Fitch Folsom, whose husband is an efficient chaplain in the army, residing in Cleveland, Ohio. After the death of Dr. Fitch, Mrs. Fitch lived in the family of her daughter, Mrs. Folsom at Cleveland, Ohio, where she died Nov. 21, 1834.

"Two of Dr. Fitch's sons were graduated at Williams College—Mason Cogswell Fitch in 1815, who died in 1852 at New Albany, Indiana, a man of wealth and influence; and the Rev. Charles Fitch, who graduated in 1818, and died in 1864, having filled up a life of usefulness."

The children, as listed in the Cogswell genealogy, were:

EBENEZER, born 1793; died Sept. 2, 1807.

SAMUEL, born April 11, 1795; died Aug. 7, 1796.

MASON, born 1798; died 1849.

CHARLES, born June 26, 1799; died 1864. Married May 15, 1822, Sarah Hamilton.

WILLIAM, settled in Eastern Massachusetts.

HENRY, born May 1803; died Sept. 9, 1809.

GORDON ———.

LUCY, ———. Married 1817, Rev. Ezekiel Folsom; died 1874.

EDMUND, triplet, born May 7, 1807.

EDWARD, triplet, born May 7, 1807; died June 2, 1807.

EDWIN, triplet, born May 7, 1807; died June 14, 1807.

The "Cogswell Genealogy" lists the children of Dr. Ebenezer Fitch as above. The Durfee biography gives the names of nine children, omitting the names of William and Gordon, and stating, "also two sons whose names are unknown."

The Williamstown, Mass., Vital Records give the following:

Births—Samuel C. s. Ebenezer and Polly, April 11, 1795.

Edward (triplet) s. Ebenezer and Polly, May 16, 1807.

Edwin (triplet) s. Ebenezer and Polly, May 16, 1807.

—— (triplet) s. Ebenezer and Polly. May 16, 1807.

Deaths—Samuel C., s. of Ebenezer and Polly, Aug. 7, 1796.

Edward, s. Ebenezer and Polly, June 2, 1807

Edwin, s. of Ebenezer and Polly, June 14, 1807.

Ebenezer, s. Ebenezer and Polly, Sept. 2, 1807, age 15

Henry, s. Ebenezer and Polly, Sept. 9, 1809, age 6 years.

Although the writer has sent circulars to practically every Fitch family in the United States, the only descendants of Dr. Ebenezer Fitch he has heard from, are those of the family of Capt. William Ebenezer Fitch, said to be a son of Dr. Ebenezer Fitch. His name is not given in the Williamstown, Mass. Vital Records and he is probably one of the two sons whose name has been in doubt.

Robert L. Fitch, of Indianapolis, Ind., son of the late Capt. William Ebenezer Fitch, advised the writer that his father told his children that he was a son of Dr. Ebenezer Fitch, first President of Williams College, and that he had left his father's home in West Bloomfield, N. Y., as a young man, and came West.

In support of this connection, Robert L. Fitch writes:

"My older brother and sister well remember Uncle Charles, who visited father on his way to the Civil War, from which he never returned. He was a minister, and my sister remembers hearing him preach on Sunday at the Christian Church in Russellville, Ill. Father's sister, Lucy, and her husband, Rev. Folsom, also visited him at Russellville about 1865 as my brother remembers. Father often spoke of his three brothers who were triplets and remarked about their similar names, Edmund, Edward and Edwin."

SAMUEL SHELDON⁶ FITCH, M. A., M. D., (Dr. Samuel Sheldon,⁶ Chauncey,⁵ Dr. Jabez,⁴ Col. Jabez,³ Major James,² Rev. James¹), nephew of Dr. Ebenezer Fitch, surgeon dentist, was prominent in New York City in his day, and published "A System of Dental Surgery, New York, 1829," also "A Lecture on the Currency of the U. S. Giving the Causes and the Cure for Hard Times."

It has been reported to the writer that Dr. Samuel Sheldon Fitch had a portrait painted of Dr. Ebenezer Fitch from a miniature,



W. E. Fitch

but the present whereabouts of this portrait is unknown, according to the Librarian of Williams College.

CAPTAIN WILLIAM EBENEZER FITCH (Captain William Ebenezer,⁶ Dr. Ebenezer,⁵ Dr. Jabez,⁴ Col. Jabez,³ Major James,² Rev. James¹), said to be a son of Dr. Ebenezer Fitch, was born at Williamstown, Mass., July 30th, 1810. After resigning the presidency of Williams College, Dr. Ebenezer Fitch moved with his family to West Bloomfield, N. Y., where he engaged in preaching the gospel for a number of years. His children grew up and were educated at West Bloomfield, N. Y. William Ebenezer Fitch, after becoming of age left home and went to Franklin, Ohio, where he worked in the bank of Joseph Lanier & Co., until the bank failed. He then went to New York City, and secured a position in a store where he stayed for several years.

He then acquired a one-half interest in a steam boat plying the Ohio and Mississippi Rivers between Louisville, Ky. and New Orleans, La. Fitch was captain of the boat about seven years until 1845, when a tug rammed the craft five miles north of Cairo, Ill., on the Ohio River and sank it. Capt. Fitch suffered considerable financial loss in the sinking of his steamboat.

A short while later he took a position as bookkeeper for a wholesale house in Louisville, Ky., and continued in that capacity until 1853. Then he engaged in shipping produce to New Orleans by what was known in those days as flat boats from up on the Wabash river via the Ohio and Mississippi rivers. One day as they were floating down the Wabash river with a load of pork and corn, the boat suddenly rammed a snag in the river and sank. As a result Capt. Fitch was stranded in the town of Russellville, Ill., in 1855. Here he formed a partnership with William Tewalt and acquired a one half interest in Mr. Tewalt's General Merchandise Store. The partnership continued for ten years when Mr. Fitch bought out Mr. Tewalt's interest and continued the business alone until about four years before his death. He then gave his son, John W. Fitch, a one-third working interest in the store.

On March 3rd, 1858, Capt. Fitch was married at Russellville, Ill., to Vylinta Holloway, who was born in Tennessee in 1828.

At the time William Ebenezer Fitch was captain of his steam boat on the Mississippi river, before the Civil War, a Federal law made it the duty of the captain to capture and turn over to the

authorities any negro stowaways found on the boat at the first landing after finding them. Capt. Fitch was sorry for the negroes and resented the law. The sinking of his boat relieved him of the necessity of complying with this law. For that reason alone, Capt. Fitch voted for Abraham Lincoln in his first race for President of the United States. His vote for Lincoln was one of sixteen in Russell Township, Lawrence Co., Ill. This is to illustrate how very few Republicans there were at that time.

Capt. Fitch was a keen business man, very well liked generally. He was very successful in the merchandising business and left quite a large estate for that time. He was of a kind and thoughtful disposition and a friend to his fellow men. Capt. Fitch died in his 77th year on December 25th, 1886, and is buried in Prices Cemetery at Russellville, Ill.

Children of Capt. William Ebenezer and Vylinta (Holloway) Fitch. (All born at Russellville, Illinois) :

MARY FITCH, born May 20, 1859. Married at Russellville, Ill., Nov. 7, 1878, to William H. Hoke. He died in Feb., 1899, at Flat Rock, Ill.

JOHN W. FITCH, born June 17, 1860. Married at Russellville, Ill., Dec. 24, 1884, to Elizabeth A. Mills. Residence (1929) at Dallas, Tex.

CLAIBORN FITCH, born Sept. 15, 1861. Died in infancy.

LUCY B. FITCH, born Feb. 15, 1863. Died March 31, 1899. Married at Russellville, Ill., Dec., 1888, to John P. Cunningham. This family resides (1929) at Laurenceville, Ill., and Vincennes, Ind.

ALICE M. FITCH, born Feb. 26, 1864.

ROBERT L. FITCH, born Aug. 31, 1866, of whom further.

WILLIAM E. FITCH, JR., born Sept. 15, 1869.

Children of William H. and Mary (Fitch) Hoke:

JOHN W. HOKE, born June 17, 1880.

CHARLES M. HOKE, born April 14, 1882.

MARGARET V. HOKE, born March 31st, 1884. Died April 25, 1928.

UNNAMED DAUGHTER, born Sept. 20, 1889.

ROBERT L. HOKE, born Jan. 26, 1898. Residence (1929) near Robinson, Ill.

Children of John W. and Elizabeth A. (Mills) Fitch. (Children all born at Russellville, Ill.) :

EARL S. FITCH, born Dec. 10, 1885. Married in June, 1923, to Louise Williams; they have a son, Earl S. Fitch, Jr., born Sept., 1924. Residence (1929) San Antonio, Tex.

RUDE P. FITCH, born Nov. 25, 1887.



Robert L. Fitch.



Louise Fitch

REBA FITCH, born Feb. 26, 1892. Married to Leslie L. Douglass, in July, 1917, at the family home in San Antonio, Tex. Two girls have been born, namely, Dorothy Douglass, born Sept. 21, 1919, and Mary Elizabeth Douglass, born April, 1921.

OTTO C. FITCH, born June 25, 1895. Died 1918.

PROSPER E. FITCH, born June 12, 1897.

AGATHA FITCH, born Aug. — 1901.

Children of John P. and Lucy B. (Fitch) Cunningham:

LYMAN CUNNINGHAM, born Jan. 23, 1891.

WILLIAM F. CUNNINGHAM, born Sept. 7, 1892.

MABEL CUNNINGHAM, born April 27, 1894. Married June, 1917, to Russell Daugherty. They have two children: Mary Francis Daugherty, born Aug., 1918; Russell Daugherty, Jr., born May, 1925. This family resides (1929) in Indianapolis, Ind., and Laurenceville, Ill.

ROBERT L. FITCH (Robert L.,⁷ William Ebenezer,⁶ Dr. Ebenezer,⁵ Dr. Jabez,⁴ Col. Jabez,³ Major James,² Rev. James¹), of 4023 Central Ave., Indianapolis, Ind., son of Capt. William Ebenezer Fitch, was born at Russellville, Ill., Aug. 31, 1866, just after the close of the Civil War. He was educated in the public schools, and worked in his father's store after hours and during vacations until almost a young man. When he was 21 years old, his father, Capt. William Ebenezer Fitch, died on Christmas day, 1886. He with his sister, Mary (Fitch) Hoke, were appointed administrators of their father's estate, which was settled to the satisfaction of all parties concerned.

In December, 1889, Robert L. Fitch followed his brother, John W. Fitch, to Lawrenceville, Ill., and there bought an established grocery store of one Edward Tracy. He continued this business for twelve years when he and his brother constructed a large brick and stone building and consolidated their business into a department store, of considerable consequence for the locality.

In March, 1907, the brothers sold this store to Charles D. Carter Co., which continued the business along the same lines. About this time the eastern Illinois oil fields were developing and Mr. Fitch became interested, went into the fields and bought lands for the oil royalties and was very successful.

After a few years he went into the producing of oil in Oklahoma on a small scale with Skelly, Russell, and others, out of which grew the famous Skelly Oil Co. He was slightly successful and gradually quit this business.

In August, 1911, he moved with his family to Indianapolis, Ind., for the sole purpose of completing the education of his children and giving them the advantages of a city.

Mr. Fitch's two sons, Henry E. and E. Dewey Fitch, were attending Purdue University at Lafayette, Ind., when the United States entered the World war and they immediately entered the service but were not sent overseas. After two years in war work in the coast defence, Henry E. Fitch returned home and completed his education, graduating with honors in Electrical Engineering at Purdue University. The younger son, E. Dewey Fitch, after the Armistice, took a business course in the Indianapolis Business College and graduated.

Mr. Fitch since living in Indianapolis has been retired, with the exception of making local investments in real estate which have proved successful.

Robert L. Fitch was married October 12, 1892, at Vincennes, Ind., to Gertrude Schmalhausen.

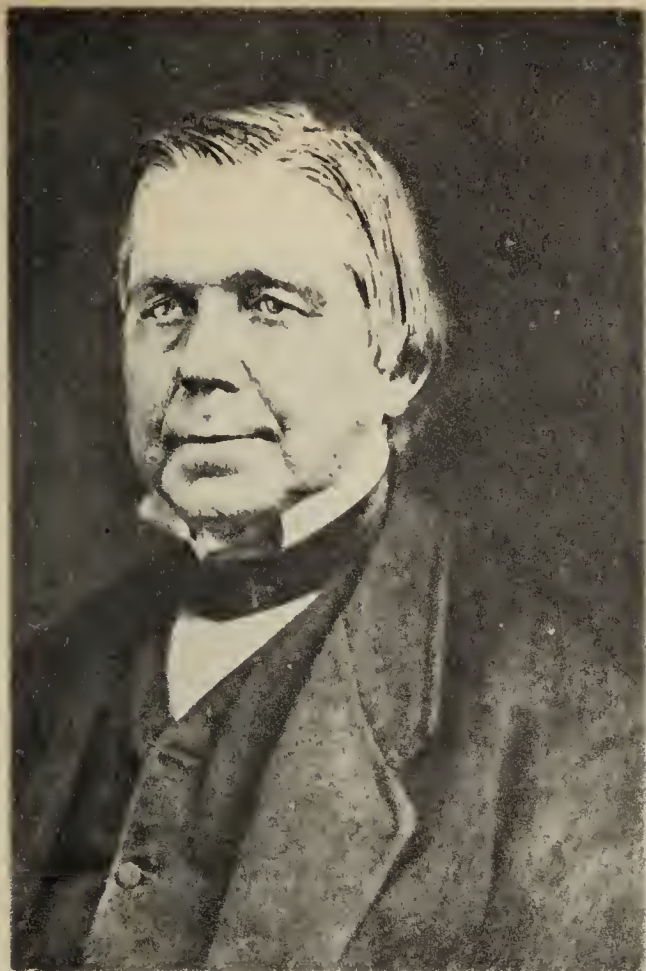
Children of Robert L. and Gertrude (Schmalhausen) Fitch.
(All born at Lawrenceville, Ill.):

GLADYS FITCH, born Sept. 4, 1893. Member of the Indianapolis Library staff.

HENRY EBEN FITCH, born Jan. 17, 1895. Married Garnet Beals, at English, Ind., June 27, 1925. No children. Residence (1929) Oakland City, Ind.

EMIL DEWEY FITCH, born June 6, 1898. Married Katherine Deputy, at Indianapolis, Ind., Dec. 9, 1922. No children. Residence (1929) Indianapolis, Ind.

LOUISE FITCH, born June 28, 1909. Student at De Pauw University at Green Castle, Ind.



Asa Fitch, Henry S. Fitch

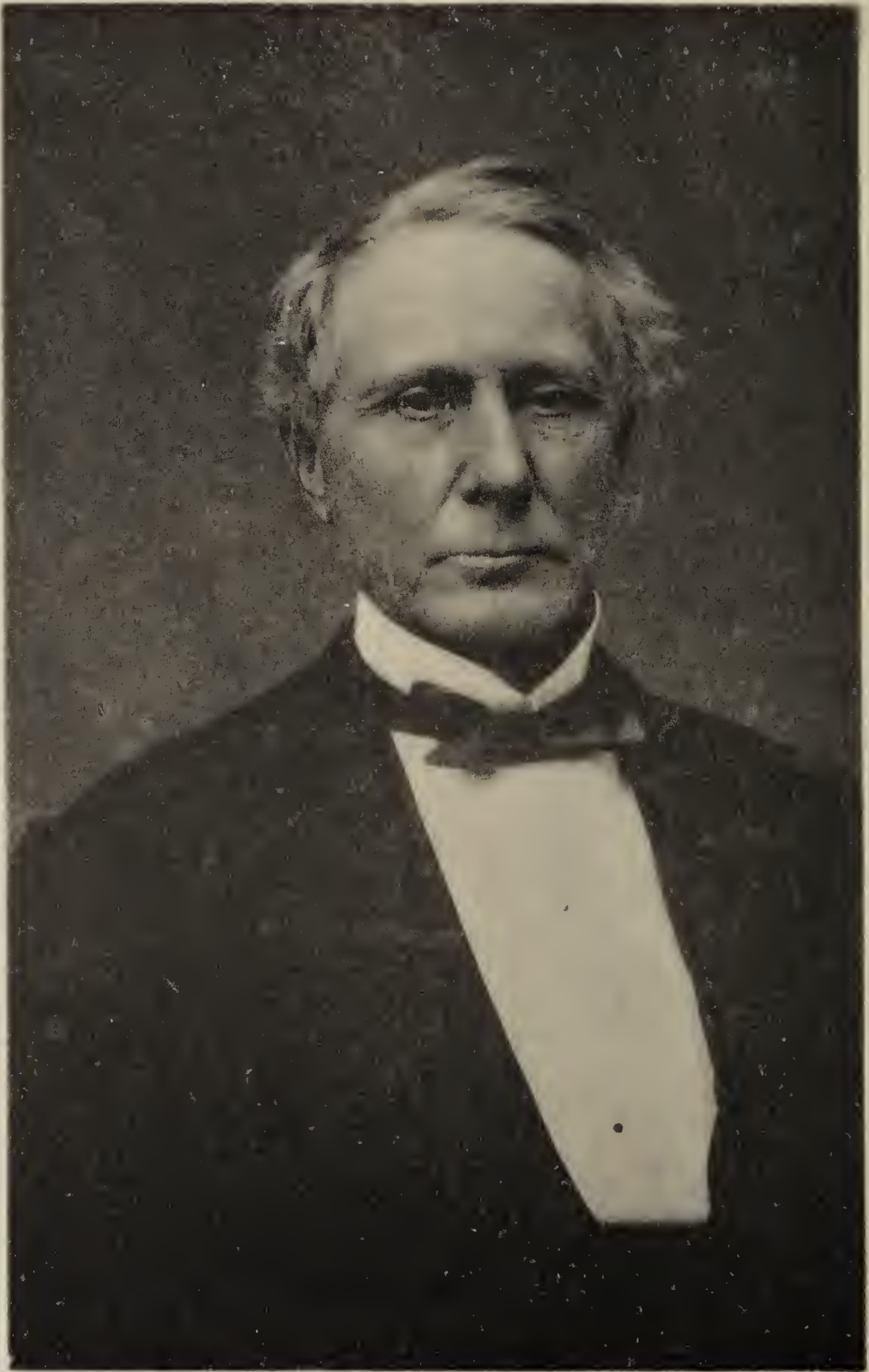
PROF. ASA FITCH, M. D. (1809-1879)
Noted Naturalist and State Entomologist
of New York

HON. HENRY SATTERLEE FITCH
(1834-1871)
U. S. District Attorney at Chicago

Graham Denby Fitch Edwin Denby

COLONEL GRAHAM DENBY FITCH
OF WASHINGTON, D. C.
United States Army

HON. EDWIN DENBY (1870-1929)
OF DETROIT
U. S. Secretary of the Navy



Graham N. Fitch,

HONORABLE GRAHAM NEWELL FITCH (1809-1892)
Representative in Congress and United States Senator for Indiana
and Colonel of Indiana Volunteers during the Civil War

CHAPTER VI.

U. S. SENATOR GRAHAM NEWELL FITCH OF INDIANA, HON. HENRY SATTERLEE FITCH, COL. GRAHAM DENBY FITCH, U. S. A., ABIGAIL HETZEL FITCH, AUTHOR; LIEUTENANT GRAHAM NEWELL FITCH, U. S. N., HON. EDWIN DENBY, SECRETARY OF THE NAVY; CONGRESSMAN ASA FITCH, M. D., OF SALEM, N. Y.; PROFESSOR ASA FITCH, M. D., STATE ENTOMOLOGIST OF NEW YORK; CAPTAIN JABEZ FITCH, "PRISON SHIP MARTYR" OF THE REVOLUTION.

U. S. SENATOR GRAHAM NEWELL FITCH (Senator Graham Newell,⁷ Dr. Frederick,⁶ Elisha,⁵ Dr. Pelatiah,⁴ Jabez,³ Samuel,² Rev. James¹), a Representative and Senator from Indiana, was born in LeRoy, Genesee County, N. Y., Dec. 5, 1809. He pursued classical studies, then studied medicine in the medical college at Fairfield, N. Y. He began the practice of medicine in LeRoy but settled in 1834 in Logansport, Ind.

He was a member of the Indiana House of Representatives in 1836 and 1839; professor of anatomy at the Rush Medical College, Chicago, Ill., 1844-1848; Democratic presidential elector in 1844, 1848 and 1856; elected as a Democrat to the Thirty-first and Thirty-second Congresses (March 4, 1849 to March 3, 1853).

Dr. Fitch was elected to the United States Senate to fill a vacancy in the term beginning March 4, 1855, and served from Feb. 4, 1857, to March 3, 1861.

Colonel Fitch raised the Forty-sixth Regiment Indiana Volunteer Infantry during the Civil War and served as its Colonel from Nov. 1, 1861, to Aug. 2, 1862, when he resigned because of injuries received in action. He commanded a Brigade at the capture of Fort Thompson, Mo., also participated with Commodore Davis in the capture of Forts Pillow and Charles. The day following the fall of

Fort Pillow, *Col. Fitch captured and garrisoned Memphis, Tenn.* A few days afterwards he moved up the White River, Arkansas, and captured by assault the fortifications at St. Charles.

He resumed the practice of medicine in Logansport, Ind., was delegate to the Democratic National Convention at New York City in 1868. He died in Logansport, Ind., November 29, 1892.

Senator Fitch had three children:

- (1) HON. HENRY SATTERLEE FITCH, born March 5, 1834, of whom further.
- (2) MARTHA FITCH, who married Col. Charles Denby, U. S. Minister to China, and had children among whom was Edwin Denby, Secretary of the Navy, of whom further.
- (3) EMMA FITCH, married Dr. Asa Coleman of Logansport, Indiana.

Senator Fitch's ancestry was as follows:

(I) REV. MR. JAMES FITCH of Norwich, Conn., and Abigail Whitfield; had

(II) SAMUEL FITCH of Preston, Conn., born April 6, 1655, at Saybrook, Conn., married, Nov. 28, 1678, Mary Brewster, daughter of Benjamin Brewster, and great grand-daughter of Elder William Brewster of the "Mayflower"; had

(III) JABEZ FITCH of Norwich, Conn., born June 3, 1695, at Preston, Conn., died March 28, 1779, married Anne Knowlton on April 1, 1719. She died Aug. 25, 1778. They had eight children: (1) Justice Elisha, (2) Dr. PELATIAH, (3) Lurena, (4) Asa, (5) Lurena, (6) Capt. Jabez Fitch, Jr., "the Prison-Ship Martyr of the Revolution," of whom further, (7) Cordilla and (8) Cynthia.

(IV) DR. PELATIAH FITCH, born at Norwich, Conn., May 6, 1722. Practiced medicine first in Norwich, Conn. He then moved to Noank, Conn., where he acquired a still more extensive practice and was appointed Justice of the Peace and Land Surveyor. He removed in 1774 to Halifax, Vt., and was there first Judge of Cumberland County, New York, now Windham and Windsor Counties, Vermont. He moved to Salem, N. Y., about 1780. He was an ardent patriot. He served during the Revolution in Webster's Regiment, N. Y. Militia and at his own expense equipped four sons for service in the Revolution. (New York Genealogical and Biographical Record, Volume 34.)

He married Elizabeth Burrows of Groton, Conn. She died at Salem, N. Y., Sept. 21, 1795. He died at Salem, N. Y., on April 16, 1803.

He had eight children: (1) Josephus, (2) Chester, (3) Pelatiah, (4) ELISHA, of whom further; (5) Lydia, (6) Benjamin, (7) Congressman Asa Fitch, born Nov. 10, 1765, of whom further; (8) Elizabeth.

(V) ELISHA FITCH, born at Noank, Conn., April 29, 1756. He married Elizabeth Terry Tyler. In 1803 he moved to Oneida, N. Y., and in 1812 to LeRoy, N. Y. He was one of the militia force garrisoning Fort Ann at the time of General Carleton's raid from Canada. When Col. Adril surrendered the fort Oct. 10, 1780, the garrison were all taken prisoners to Canada. After 18 months, he escaped through the wilderness to the settlement on the Connecticut River. For some years after the war, he followed the sea. "He was a farmer, sailor, soldier, and a universal genius." (See Prof. Asa Fitch's Genealogical Records. Prof. Fitch was a nephew of Elisha Fitch.) Elisha Fitch died in 1826.

Elisha Fitch had eight children: (1) DR. FREDERICK FITCH, of whom further; (2) Elizabeth, (3) Elisha, (4) Cynthia, (5) Benjamin, (6) Asa, (7) Melinda and (8) Sarah.

(VI) DR. FREDERICK FITCH, born April 11, 1784. He married Polly Capen on Dec. 4, 1808. She died Dec. 28, 1833, in LeRoy, N. Y. He married, second, at Logansport, Ind., ————. Dr. Frederick Fitch was a physician, surgeon and soldier. He fought in the War of 1812; was wounded in the battle of Queenstown. Dr. Fitch died March 18, 1850, at Logansport, Ind. By his first wife, he had four children:

- (1) HON. GRAHAM NEWELL FITCH (see sketch).
- (2) MARY ANN FITCH, b. Nov. 10, 1811; died Oct. 24, 1858; married Bradley.
- (3) HENRIETTA FITCH, b. Aug. 13, 1815; died Aug. 13, 1890; married Henry Alvord and left no children.
- (4) EGBERT BENSON FITCH.

By his second wife, Dr. Frederick Fitch had:

- (5) COMMODORE LEROY FITCH, U. S. N. He served in the Civil War.

HON. HENRY SATTERLEE FITCH (Hon. Henry Satterlee,⁸ Hon. Graham Newell,⁷ Dr. Frederick,⁶ Elisha,⁵ Dr. Pelatiah,⁴ Jabez,³ Samuel,² Rev. James¹), son of Hon. Graham Newell Fitch, was born May 5, 1834, in LeRoy, N. Y. He studied at Georgetown University, D. C., while his father was in Congress, and later was graduated from St. Mary's University, Chicago.

He studied law and took his degree at the Albany Law School, Albany, N. Y. He was called to the bar just after reaching his majority, and began the practice of law in Chicago. Soon after, he was appointed U. S. District Attorney for the Northern District of Illinois by President Buchanan.

On April 12, 1859, he married Ellen Rose Hetzel in New York City.

At the beginning of the Civil War he joined the army and President Lincoln appointed him Captain and Ass't Quartermaster. Later he was promoted to Major. He served to the end of the war. He was for a long time on General Pope's staff and in October, 1863, was appointed Provost Marshal on General Sherman's staff.

He was mentioned by General Sherman in orders for gallantry in action. At the close of the war he was appointed by President Johnson, U. S. District Attorney for Georgia, although he was a Democrat. He held that office until President Grant was inaugurated.

He was elected U. S. Senator by the first Georgia Legislature after the war, but Congress refused to recognize the election. In the reconstructed Legislature afterwards chosen he was defeated by only one vote.

He died in Chicago May 23, 1871, of pneumonia. The Chicago Times of May 24, 1871, in a lengthy obituary said of him: ". . . Mr. Fitch will be remembered as one of the brightest ornaments of the Chicago legal profession, while his services in the same avocation at other localities had served to give him a reputation as a brilliant practitioner, so extended as to be almost national"

Hon. Henry Satterlee Fitch had four children:

- (1) COL. GRAHAM DENBY FITCH, U. S. A., of whom further.
- (2) LAURA FORBES FITCH, married Capt. Charles McQuiston, U. S. A.
Resides (1929) at 180 South Broadway, Dobbs Ferry, New York.
- (3) ABIGAIL HETZEL FITCH, of whom further.
- (4) HELEN NEWELL FITCH.

COLONEL GRAHAM DENBY FITCH, U. S. A., (Col. Graham Denby,⁹ Hon. Henry Satterlee,⁸ Hon. Graham Newell,⁷ Dr. Frederick,⁶ Elisha,⁵ Dr. Pelatiah,⁴ Jabez,³ Samuel,² Rev. James¹), son of Hon. Henry Satterlee Fitch, was born Feb. 19, 1860, in Chicago. He spent nearly six years at school in Germany (at the Realschule, Biebrich) and in France (at the Lycee St. Louis, Paris), returning to the United States in 1876.

President Hayes gave him an appointment to the U. S. Military Academy in 1878. He was graduated in 1882 among the "distinguished cadets," standing No. 4 in his class. After one year's service with the Fifth Artillery at Fort Wadsworth, N. Y., Lieut. Fitch was transferred to the Corps of Engineers.

Upon completing the post graduate course at the Engineer School at Willet's Point, N. Y., in 1885, he was for the next nine years on duty in various parts of the country as assistant to different engineer officers in charge of river and harbor improvements.

In 1895, Captain Fitch was assigned to duty at Memphis in charge of Mississippi River improvements between Cairo and the mouth of White river, and was officially commended for his services during the flood of 1897. Next he was transferred to Willet's Point, N. Y., as commanding officer, Company C, Battalion of Engineers, and as instructor of military engineering at the Engineer School.

During the war with Spain he served with the Fifth Army Corps throughout the Cuban Campaign, first in command of his company, then on General Lawton's staff, and then for a short time in command of the Battalion of Engineers.

After the Spanish American War he was stationed in succession at St. Louis as secretary of the Missouri River Commission; at Oswego, N. Y., (1899-1901) in charge of the harbor improvements on Lake Ontario; at Little Rock, Ark., (1901-1906) in charge of the improvements of the rivers and harbors of Arkansas and northwest Florida.

In 1912 he was retired "on his own application after thirty years' service." From 1912 to 1914 he travelled in Europe. When the United States entered the World War he applied for active duty and was assigned to the Army War College (April, 1917). From February, 1918, to March, 1922, he was Chief of the Translation Station, Military Intelligence Division, General Staff.

Upon his relief from active duty he was officially commended as follows: ". . . *As Chief of the Translation Section since 1918, which you organized and whose personnel you selected and trained you are responsible for the very efficient service rendered to the entire War Department by it. Through your zeal and ability there was provided during the war efficient translators for forty-seven different languages; and through your efforts interpreters for a great many of our combat units were secured prior to their departure for France.*

Your technical knowledge and linguistic ability have enabled you to secure many foreign publications and to select from them for military use much valuable material which would otherwise have been neglected. . . ."

He was promoted through all grades from Second Lieutenant to Colonel. Aside from his official reports he wrote a technical engineering paper on "Lock and Dam Construction on the Upper White River." This was first printed by the War Department in 1904, and copied somewhat condensed in the issue of "Engineering-Construction," for May 6, 1908. During the World War he translated for the General Staff various papers on military topics from the German, French and Italian for which he was thanked by the Chief of Staff.

In 1909 he was awarded the \$500.00 prize of the "Scientific American" for the best essay on "The Fourth Dimension Simply Explained," over 245 competitors from England, Germany, France, Austria, Holland, Turkey, South America, India, Australia and South Africa as well as the United States and Canada. ("Scientific American," April 10, 1909, and July 3, 1909). The prize essay, the twenty next best essays, and a second essay by Colonel Fitch (written after the war) were subsequently published in book form by the "Scientific American" ("The Fourth Dimension Simply Explained." Munn & Co., 1910.)

On Feb. 21, 1900, he was married in Brookline, Mass., to Hermione King. They had two children, Lieutenant Graham Newell Fitch, U. S. N., born Feb. 26, 1903, of whom further; and Hermione Fitch, born May 18, 1906.

ABIGAIL HETZEL FITCH (Abigail Hetzel,⁹ Hon. Henry Satterlee,⁸ Hon. Graham Newell,⁷ Dr. Frederick,⁶ Elisha,⁵ Dr. Pelatiah,⁴ Jabez,³ Samuel,² Rev. James¹), daughter of Hon. Henry Satterlee Fitch, born ——— in ———, resides (1929) at 180 South Broadway, Dobbs Ferry, New York. She spent a year at Peking, China, with her uncle, Hon. Charles Denby, when he was U. S. Minister to China. She is the author of a novel, "The Breath of the Dragon," scene laid in China published by G. P. Putnam's Sons, New York, 1916. She is also author of "Junipero Serra, the Man and His Work," published in 1914 by A. C. McClurg & Co. (now Brentano's) of Chicago.



DECEMBER 18

S-8 "Is control room flooded?"
S-4 "I don't know."
S-8 "Is water in torpedo room?"
S-4 "Yes."
S-8 "Are you in torpedo room?"
S-4 "Yes."
Falcon "Is there any gas?"
S-4 "No, but the air is bad; how long will you be now?"
Falcon "How many are there?"
S-4 "There are six, please hurry."
Falcon "Compartment salvage air is being hooked up now."
S-4 "Will you raise us soon?"
Falcon "We are doing everything possible."
S-4 "Is water still coming in?"
S-4 "Slow. Hurry."

DECEMBER 19

Falcon "We are working as fast as possible."
"Have you light?"
S-4 "We have no light. The air is very bad."
Falcon "Can you tell us the names of those with you?"
S-4 "Names are Fitch, Short, Crabb, Pelmar, Suizek, Stevens."
Falcon "Have you tried removing gag from apartment salvage air line?"
S-4 "Salvage air line is flooded."
Falcon "How deep is water in compartment?"
S-4 "The water is about eighteen inches deep. Air is very bad."
(Falcon had to leave now)
S-4 "Oxygen bottle empty, can you send down a couple?"
S-8 "Two floating cranes are on the way now."
S-4 "Where are they coming from?"
S-8 "New York."
S-4 "Will air last until tonight?"
S-8 "It will last until six tonight."
S-8 "Much noise. Will call you in ten minutes; time is now quarter of eleven, Monday a. m."
S-4 "How is the weather?"
S-8 "Choppy, force four."
S-4 "Is there any hope?"

S-8 "There is hope. Everything possible will be done."
"How many torpedoes on board and where stored?"
(No answer)
"There is hope."
"Did you get last message?"
S-4 "Yes."
S-8 "Will call you in a few minutes. Water splashing against boat shows out our tops."
"Can you hear me now?"
(Reply very indistinct)
"Everything possible has been and will be done."
"S. F. Fitch and his companions have arrived, time is now fifteen Tuesday morning."
"Have you a message?"
(The S-8 then heard sounds like someone moving some thing around.)

DECEMBER 20

S-8 (For Lieutenant Fitch)
"Your wife and mother constantly praying for you."
(No answer)
"Did you get that?"
(No answer)
Message repeated at intervals for six hours--with final answer "yes"
"Did you get last message?"
S-4 "Yes."
S-8 "Diver will try to connect air to sail east tube. Three taps yes--five no."
S-4 "Yes."
S-8 "Weather slightly calmer than last night, force four, still choppy but calming down slowly, time seven forty-five."
(No answer)
"Cranes are here, time 10.30."
(No answer)
"Are you all right D K?"
S-4 "Yes."
S-8 "Are you all right O K?"
S-4 "Yes."
Rescuers listened all night Tuesday, December 20, but could hear nothing further.

WRENCH USED BY LIEUTENANT (JUNIOR GRADE)
GRAHAM NEWELL FITCH, U. S. NAVY,
OF THE SUBMARINE U. S. S. S-4

to tap out messages to the vessels standing by which were waging a losing battle with the elements in the attempt to rescue Fitch and his shipmates, entrapped in the S-4 when she was rammed and sunk off Provincetown, Mass., December 17, 1927.

Presented by Mrs. G. D. Fitch.

MRS. GRAHAM DENBY FITCH, mother of Lieut. Graham Newell Fitch, U. S. N., presented the above wrench to the United States Naval Academy, Annapolis, Maryland, at an impressive ceremony and it was officially received by Admiral Nulton and now reposes with the historic Navy relics in the Museum of the Academy

(Photo by courtesy U. S. Naval Academy, Annapolis, Maryland)



Graham N. Fitch
S-4

LIEUTENANT GRAHAM NEWELL FITCH, U. S. N. (1903-1928)

Lieut. Fitch, torpedo officer of the ill-fated submarine S-4, which on Saturday, December 17, 1927, was rammed by the U. S. C. G. Destroyer "Paulding" and sank immediately in 102 feet of water off the shore of Provincetown, Mass., died a hero on the ocean floor, after a vain effort to aid the rescue of his trapped men by messages tapped out in code with a wrench

LIEUTENANT GRAHAM NEWELL FITCH, U. S. N., (Lieut. Graham Newell,¹⁰ Col. Graham Denby,⁹ Hon. Henry Satterlee,⁸ Hon. Graham Newell,⁷ Dr. Frederick,⁶ Elisha,⁵ Dr. Pelatiah,⁴ Jabez,³ Samuel,² Rev. James¹), son of Col. Graham Denby Fitch, U. S. A., was born Feb. 26, 1903, at Fort Logan H. Roots, Ark., where his father was then stationed. He went to school in Duluth, Minn., and Montgomery, Ala. From 1912 to 1914 he was in Europe with his parents and attended in succession different schools in Florence, Rome, Munich, Dresden, Berlin, Vienna and Venice.

From 1914 to 1919 his schooling was continued in Washington, D. C. President Wilson in 1919 gave him an appointment to the U. S. Naval Academy. Upon his graduation in 1923 he was assigned to the U. S. S. Rochester and cruised mainly in Central and South American waters.

In November, 1925, he was, at his own request, sent to the naval submarine school at New London, Conn. Upon completing the post graduate course there he entered the submarine service and cruised on the submarine S-4 as torpedo officer on both the Atlantic and Pacific oceans until his tragic death.

On Saturday, Dec. 17, 1927, as the S-4 was emerging from a series of submerged test runs in Cape Cod Bay, she was rammed by the Coast Guard Cutter "Paulding" at 3.17 P. M. and sank immediately in 102 feet of water, 1800 yards from the shore near Provincetown, Mass.

On Sunday afternoon Dec. 18th, a diver, who had been sent down, heard hammered signal knocks from the inside of the torpedo room, but discovered no signs of life elsewhere. Thereupon a sister submarine, the S-8, and later the U. S. S. Falcon, established communication that same afternoon with the torpedo room, their oscillators (a listening device for under-water sounds) picking up the signal taps in the Morse code hammered on the hull by Lieut. Fitch with a torpedo wrench.

Rescue proved impossible. Communication was kept up with Lieut. Fitch during Sunday night, Monday and until 4.30 P. M. Tuesday afternoon. After 72 hours in the cold dark torpedo room without air, food or water, his final message, "ALL'S WELL," was received.

The submarine was raised March 17, 1928, and on May 17, 1928, the torpedo wrench, framed with a printed copy of the mes-

sages sent and received by Lieut. Fitch, was with formal ceremony received by the Superintendent, Admiral Nulton, to be placed among the historic Navy relics at the U. S. Naval Academy.

The S-4, repainted and re-equipped is now (1929) used by the Navy Department very appropriately, solely for the purpose of testing out all kinds of safety devices. When the Navy repainted the inside of the S-4, orders were given not to paint over that part of the torpedo hatch that showed plainly the marks made by the torpedo wrench when Lieut. Fitch, for the greater part of seventy-two hours, was using it to tap signals, leaning backwards painfully from the top of a ladder. *He tapped in one place only, the place from which the sounds would carry best.*

It seems fitting to include here the following from a long editorial of the "Washington Evening Star" of March 28, 1928:

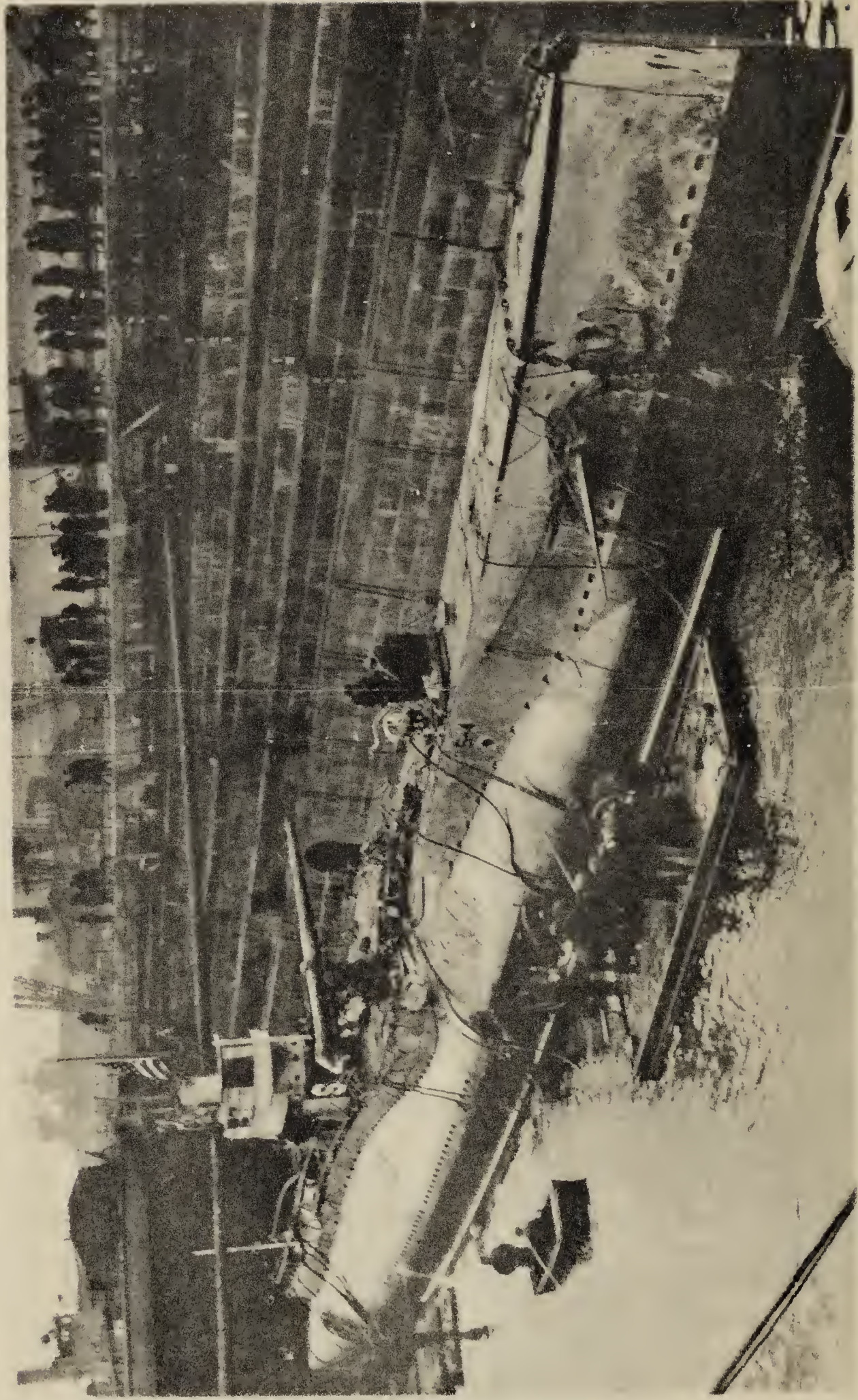
"ALL'S WELL"

"Thorough search of the S-4's hull in dry dock has failed to reveal any written message from the forty members of the crew who perished when the submarine went down. One man wrote a will. Another scribbled directions for disposal of his body. But the final tidings sent to the outside world by the prisoners of the S-4 was the 'All's well' tapped out in code with a wrench by Lieut. Graham N. Fitch of Washington, who, with five enlisted men, lived for upward of seventy-two hours in the torpedo room after the submarine was sunk off Provincetown. It is well to let that message stand as the final word from the S-4. *There is something exceedingly fine about it. Our Navy may treasure it, along with Lawrence's 'Don't give up the ship;' Farragut's 'Damn the torpedoes; full speed ahead!' Perry's 'We have met the enemy and they are ours,' and Jones' 'I have not yet begun to fight!' There is calm resignation and beautiful courage about 'All's well.' Men could ask for no braver words to live after they are gone.*

"Examination of the torpedo room shows that Lieut. Fitch, in an effort to make his signals most audible, climbed a ladder and stood with his back arched against the steel wall of the submarine, and, holding a heavy wrench in one hand, tapped out his signals on a spot high above his head. He must have stood in that position for most of the seventy-two hours that his signals were heard. And when he was overcome with weakness or lack of air, he either fell or climbed from the ladder to a bunk and continued to tap out his signals to the



"ALL'S WELL"—LIEUT. FITCH'S FINAL MESSAGE OF CALM RESIGNATION AND BEAUTIFUL COURAGE, WHICH IS TREASURED BY THE U. S. NAVY
 After 72 hours in the cold dark torpedo room without air, food or water—balancing himself aloft on a ladder while he held a heavy wrench and tapped out his signals on a spot high above his head—Lieut. Fitch's final message, "All's Well," wrote a new chapter in heroism
(This sketch was made by Logan U. Reavis and is reproduced from Collier's for June 16, 1928. It was used to illustrate article, "Inside the S-4" by Lieutenant-Commander Edward Ellsberg, U. S. N., Retired)



"MEN COULD ASK FOR NO BRAVER WORDS THAN THOSE OF LIEUT. FITCH TO LIVE AFTER THEY ARE GONE"

Photo shows U. S. Submarine S-4 in drydock at the Charleston Navy Yard, with flag at half mast in memory of the men who lost their lives. The submarine was raised March 17, 1928. The S-4, repainted and re-equipped is now (1929) used by the Navy Department very appropriately, solely for the purpose of testing out all kinds of safety devices. When the Navy repainted the inside of the S-4, orders were given NOT to paint over that part of the torpedo-hatch that showed plainly the marks made by the torpedo wrench when Lieut. Fitch tapped out his signals.

(Picture reproduced from the New York Herald-Tribune of March 25, 1928)

last. We must remember, to get the full significance of this picture, that it was the officer who did the signaling. The officer was in charge and upon the officer rested the hopes of the enlisted men under him. There was no wild din from the torpedo room as if the five enlisted men had seized wrenches and hammers to pound upon their prison walls in a frenzy of fear. There was only one man tapping. The rest, in obedience to his orders, lay quietly in their bunks. *Here was faith and courage and a discipline that did not crumple and fall to pieces in the face of danger. Here was where Fitch did his duty as an officer, where his men did their duty.* Here is a lesson and a moral that speaks more eloquently than the most impassioned of eulogies. Nothing can be added in the name of heroism that was not spoken from the darkened hull of the S-4 in those two concluding words—‘All’s well.’ ”

In a letter to Roscoe Conkling Fitch, dated Nov. 21, 1929, Rear Admiral S. S. Robison, U. S. Navy, Superintendent (1929) of the United States Naval Academy, Annapolis, Maryland, paid the following glowing tribute to Lieut. Fitch:

“I thank you very much for your interesting letter, also the portrait illustration of the late Lieutenant Graham Newell Fitch, U. S. Navy. I shall have this portrait nicely framed and placed in the Naval Academy Museum accompanying the wrench, and I am sure it will be appreciated and attract attention as time goes on.

“I agree with you that Lieutenant Fitch deserves a high place among the naval heroes of America, and his gallant death is a fine example of courage.”

Honorable Charles Francis Adams, Secretary of the Navy, under date of Oct. 8, 1929, sent the writer the following self-explanatory letter:

“Thank you for your letter of October 1st with reference to the appropriateness of a national memorial of some kind to Lieutenant Graham Newell Fitch, U. S. Navy.

“Like you, the Department and I believe the whole Naval Service were impressed not only with the horror of the situation of those men in the S-4 but also with admiration for their conduct and discipline.

“I feel sure that any move to perpetuate the memory of Lieutenant Fitch’s courage and conduct would be proper. I do not feel, however, that the Department can take the initiative in the matter since

there are naturally a number of cases of courage and devotion to duty which have occurred in the Navy and which have not been honored by any memorial. The selection of Lieutenant Fitch from this group to the exclusion of the others, would, if done by the Department itself, necessarily prove embarrassing."

Under date of Oct. 1st, 1929, the writer addressed letters to each of the United States Senators from Indiana suggesting the appropriateness of their sponsoring an appropriation for a national memorial to Lieut. Fitch and the heroes of the S-4 in view of the fact that Lieut. Fitch's great-grandfather, in whose honor he was named, was a United States Senator and Congressman from Indiana and one of the outstanding Indiana heroes of the Civil War.

Honorable Arthur R. Robinson of Indiana, chairman of the committee on Pensions of the United States Senate, replied Oct. 3, 1929, as follows:

"This will acknowledge receipt of your letter of Oct. 1st, together with inclosures, both of which I have noted carefully.

"I shall be only too happy to cooperate with you in securing an appropriation for a memorial in commemoration of the heroic deed of Lieutenant Graham Newell Fitch, U. S. N., and am sure that my colleague, Senator Watson, will also be glad to lend his assistance.

"I would suggest, however, that you furnish me with complete plans and details of the memorial desired, its probable cost and all data in connection therewith. As soon as this is received I shall be glad to prepare a joint resolution and sponsor it before the Committee and on the floor of the Senate.

"I would further suggest that after complete plans and specifications have been drawn that the matter be presented to the Navy Department for their approval, as this will be necessary before it can be acted upon by the Committee.

"Again assuring you of my pleasure in cooperating with you and with kindest personal regards, believe me

Yours sincerely,

(Signed) ARTHUR R. ROBINSON."

Honorable James E. Watson of Indiana, Republican leader of the United States Senate and Chairman of the Conference of the Majority, replied to the writer under date of Oct. 8, 1929, as follows:

"I received your courteous letter and wish to say that I shall be pleased to co-operate with The Fitch Family Association in seeing

that our Government makes appropriate recognition of Lieutenant Graham Newell Fitch, of the U. S. Navy.

"I am calling upon the Secretary of the Navy in order that I may have the benefit of his advice and counsel.

Very truly yours,

(Signed) JAMES E. WATSON."

The Secretary of the Navy on Dec. 9, 1929, approved plans for the proposed memorial in honor of Lieut. Fitch and the heroes of the S-4 disaster, as follows:

"In reply to your letter of 27 November 1929, I am pleased to advise that the Navy Department will favorably endorse legislation that Senator Arthur R. Robinson has signified his willingness of introducing in the Senate to provide for the authorization and funds for the procurement and placing of a tablet dedicated to the personnel that lost their lives in the sinking of the U. S. S. S-4.

"The Department considers that it would be quite appropriate to mount the tablet at the Naval Academy and would suggest that you communicate with the Superintendent, U. S. Naval Academy as to the location and space that can be allotted for the purpose.

"In connection with the proposed legend for the plaque, the Department would suggest that it be made to include all the personnel who lost their lives in the disaster.

"In compliance with your request, a copy of this letter is being forwarded to Senator Robinson. A copy is also being supplied the Superintendent of the Naval Academy.

Very respectfully,

(Signed) CHAS. FRANCIS ADAMS,

Secretary of the Navy."

At the time this is written (December, 1929), Rear Admiral Robison, as directed by Secretary Adams, is drawing up plans for the placing of the proposed plaque at Annapolis. It is hoped that both houses of Congress will appropriate the funds for the erection of the memorial, but whether they do or not, it is important to remember that leaders of the national government considered the brave conduct of Lieut. Fitch and his comrades, worthy of a national monument.

"HONORABLE EDWIN DENBY (Hon. Edwin Denby,⁹ Martha (Fitch) Denby,⁸ Hon. Graham Newell Fitch,⁷ Dr. Frederick,⁶ Elisha,⁵

Dr. Pelatiah,⁴ Jabez,³ Samuel,² Rev. James¹), former Secretary of the Navy and long prominent in Detroit banking, automobile, philanthropic and club circles, died in his sleep early today at his home in the Whittier apartments, Detroit," said the New York Times of Feb. 9, 1929. "Death was due to heart disease.

"Their son, Edwin Jr., 16 years old, is a student at the Severn School, Annapolis, where he is preparing to enter the Naval Academy. Their daughter, Marian, 13, is with her mother. Mr. Denby's three surviving brothers are Charles Denby of Washington, D. C., who was United States Consul at Vienna when the World War began; Wythe Denby of Chicago and Garvin Denby of New York, both business men.

"The funeral, which will not be military, will be held at 11 o'clock Monday morning in Christ Episcopal Church. Reservations are to be made in the church for a large delegation of national officials and naval officers from Washington, Mr. Denby's Spanish War shipmates on the U. S. S. Yosemite and his friends in fraternal and civic organizations.

"Mr. Denby was a Mason, being a member of the Oriental Lodge of Detroit. He was made a thirty-third degree Mason in Boston in 1924. He also held memberships in all the prominent Detroit clubs.

PRESIDENT COOLIDGE'S MESSAGE TO MRS. DENBY.

Special to The New York Times.

WASHINGTON, Feb. 8.—President Coolidge sent a telegram to Mrs. Denby today expressing sympathy over the death of her husband. The message read:

"Washington, Feb. 8, 1929.

Mrs. Edwin Denby,
Detroit, Mich.

I am deeply grieved to learn of the passing of your husband. His life was an outstanding example of good citizenship. He served his home city, his state and his country, both in peace and in war.

He was a member of the Cabinet, displaying qualities of heart and mind which endeared him to all his associates. Mrs. Coolidge joins me in heartfelt sympathy.

CALVIN COOLIDGE."

Secretary of the Navy Wilbur, in a statement, said:

"I learn with much regret of the death of Secretary Denby. His death comes as a complete surprise to us, as when he last visited the department he seemed to be in excellent health and spirits. We extend our sympathy to the bereaved family.

"The navy will be represented by some of its officers at the time of the funeral. Orders have been issued to all the vessels and stations of the navy to half-mast their flags on the day of the funeral."

Major Gen. John A. Lejeune, Commandant of the Marine Corps, said:

"I have just learned of the death of Colonel Edwin Denby, United States Marine Corps Reserve. I am inexpressibly grieved and shocked. I loved Colonel Denby as a friend and admired him as a man.

"He enlisted in the Marine Corps at the outbreak of the World War, and, because of his ability and fine performance of duty, was promoted grade by grade and attained the rank of major. Three or four years ago he was commissioned a lieutenant colonel in the Marine Corps Reserve.

"He was greatly beloved by all marines, and I wish to express the grief and sympathy of the officers and enlisted men of the Marine Corps."

SERVED NATION IN TWO WARS—DENBY'S CABINET POST WAS
CULMINATION OF LONG PUBLIC CAREER.

"Edwin Denby is best known for the part he played in the leasing of the oil lands to Harry F. Sinclair and Edward Doheny when he was Secretary of the Navy in President Harding's Cabinet. Although there was never any evidence, at any time, or suspicion of corrupt conduct or improper motives on his part, he voluntarily gave up his political career by resigning his office, thus sacrificing himself for the good of the Republican party.

"As a matter of fact, Mr. Denby himself freely testified to his responsibility for the signing and planning of the leases. He always held, however, that he was acting in the best interests of the government in doing so.

"Had I not taken the action I did," he said in a public address after his resignation, "I would have been false to my trust and culpably negligent in the performance of my duties."

His Resignation from the Cabinet.

"In February, 1924, the Senate passed a resolution introduced by Senator Robinson, a Democrat, to the effect that it was the sense of the

Senate that the President 'immediately request the resignation' of Secretary Denby. President Coolidge refused to act on the ground that the Senate had no authority to ask for such action.

"However, within a few days Mr. Denby sent in his resignation, which took effect on March 10. It was generally considered that he was sacrificing himself for the good of his party.

"In accepting the resignation, President Coolidge wrote to Mr. Denby that he would go 'with the knowledge that your honesty and integrity have not been impugned.'

"Then in June, 1924, Senator Walsh of Montana, chairman of the Senate investigating committee, in his final report declared Mr. Denby exonerated from 'any part whatever' in the oil lease negotiations.

Feted by Detroit.

"Detroit, Denby's home town, long will remember Denby's return from Washington after he had quit the Cabinet," said the New York Sun of February 8, 1929. "He was feted as a hero, a day of celebration being climaxed by a great public banquet at which representative citizens sat and by their presence and by their words bespoke complete confidence in him.

"Tears glistened in the Denby eyes as he heard eulogistic words spoken that night. He all but broke down when three members of the Marine Corps—the branch of the service in which he enlisted as a private and rose to a majority—walked up to him unannounced, saluted, spoke a few words of regard and confidence, turned on their heels and marched out of the banquet hall.

"Denby always had the esteem and faith of his townspeople. He had been out of the Cabinet only a few months when he was chosen chairman of a \$5,000,000 building program campaign of the Y. M. C. A. He resumed his banking, industrial and legal connections and was strongly urged as a candidate for the United States Senate.

"The flag over Detroit's City Hall remained at half mast until after the Denby funeral. This was ordered by Mayor John C. Lodge, his close friend and his campaign manager when the former Secretary of the Navy was just entering public life.

"Reminiscing about Denby today, Mayor Lodge described him as a 'fury of the football field, yet one of the gentlest of men,' one of whose outstanding characteristics was 'a desire to help his fellow citizen.'

"Strong Point of Michigan Line."

" 'I remember when he first came to Detroit,' Mr. Lodge said. 'He was the enormous center rush of the University of Michigan football team, and the strong point of the Michigan line in the days when strength

counted. He was a Hercules in size and power and literally crushed opposing players with the fury of his rush.'

"Denby's service to his country was full and varied. It ran the gamut from 'gob' in the navy to 'devil dog' in the Marine Corps to head of the Navy Department. His career, begun in his home State of Indiana, carried him to China, through the University of Michigan law school, to fame as a Wolverine football star, to the decks of the U. S. S. Yosemite during the Spanish-American War, the Michigan Legislature, to the national House of Representatives, to important positions in Detroit's motor industry and to the Cabinet.

Born in Indiana.

"Denby was born in Evansville, Ind., February 18, 1870, the son of Charles and Martha Fitch Denby, daughter of United States Senator Graham Newell Fitch of Indiana. His father was for many years United States Minister to China.

"Young Denby left the Evansville high school in 1885 before graduating to accompany his father to the Far East. There he remained nine years, serving from 1887 to 1894 with the Chinese Imperial Maritime Customs Service. This service was the foundation for a knowledge of the Far East that resulted in his being regarded in later years as an authority on that section of the globe.

"Entering the University of Michigan at the age of 24 Denby was graduated in 1896 with a bachelor of law degree. His great physique aided him in establishing a reputation as a football player.

"Denby was practicing law in Detroit as a member of the firm of Chamberlain, Denby, Webster & Kennedy when the Spanish-American war came. He enlisted in the navy and served aboard the U. S. S. Yosemite as a gunner's mate, third class, from April to August, 1898.

"The ship saw active service, convoying the U. S. S. Panther to Guantanamo Bay when that craft landed the first American troops on Cuban soil, under the guns of the Yosemite.

Elected to Congress.

"When the war ended, Denby resumed his law practice, going in 1903 to the State Legislature and two years later to the national House of Representatives, where he represented the First Michigan district until 1911.

"Detroit's industrial activity then engaged his attention. He was an original stockholder in the Hupp Motor Company and later its treasurer. He next became an organizer of the Denby Motor Truck Company. He retained his legal connections, and found time also to act as president of the Detroit Chamber of Commerce.

"When the World war came, Denby was fully occupied with his business affairs, yet he was one of the first of Michigan's prominent men to volunteer in the ranks.

"A week after the American declaration of war, Denby had enlisted as a private in the marines.

" 'Some must enlist in the ranks,' he said. 'All cannot be officers.'

"But he was not a private long. In two months he was a corporal, a sergeant shortly afterward, and in six months a second lieutenant. At the end of the war he was discharged with the rank of major.

At Paris Island Camp.

"Much of his war time was spent at the marine recruit camp at Paris Island, S. C., where he was official greeter of recruits and lecturer on 'The Indoctrination of the Marine Corps Spirit.' He went to France as an observer with the Second (Marines) Division. His commander at that time was Major-Gen. Lejeune, who later was to head the corps under the direction of the man who served in France as a captain of marines.

"In January, 1928, on General Lejeune's recommendation, Mr. Denby was promoted to Lieutenant Colonel in the Marine Corps Reserve.

"On his return to private life Mr. Denby became probation officer for the Detroit Recorder's Court. It was while he was holding this office that President Harding, on March 4, 1921, offered him the navy portfolio.

"Denby was the only World war veteran in the Harding Cabinet, and one of the most popular men ever to sit as a member of an American President's Cabinet.

"Denby's sobriquet while he was a Cabinet member was 'The Sea-going Secretary,' given to him because of his numerous trips with the fleet. He aroused the wrath of Congress when he proposed to use the army transport Henderson to take to Japan a party of naval officers who were graduated from the Annapolis Naval Academy in the class of 1881 to enjoy a class reunion as guests of the Crown Prince of Japan, who had been a member of that class. Much was threatened, but the Henderson sailed anyway.

"Mr. Denby was married to Marian Bartlett Thurber in Detroit March 18, 1911. Mrs. Denby's father was President Cleveland's private secretary. They had two children, Edwin and Marion, who survived him."

CONGRESSMAN ASA FITCH, M. D. (Congressman Asa,⁵ Dr. Pelatiah,⁴ Jabez,³ Samuel,² Rev. James¹), seventh son of Dr. Pelatiah Fitch, was born in Groton, Conn., Nov. 10, 1765, and removed to Salem, N. Y., with his parents. He married Abigail Martin, third daughter of Col. Adam and Abigail (Cheney) Martin, of Martinsburg, N. Y. At the age of sixteen he enlisted, and served in Capt. A. Livingston's company, in guarding the northern frontier against the incursions from Canada, during the Revolution. He studied under

his father and Dr. Philip Smith, and commenced the practice of medicine at Duaneburgh, N. Y. He returned to Salem in 1795, and purchased the property since known as Fitch's Point. Here he acquired an extensive professional practice. His large and well selected medical library and anatomical museum brought a large number of students to him for instruction. He was instrumental in organizing the Washington County Medical Society, and was its President for twenty years, 1806-1826. He was a Justice of the Peace, 1799, when he was advanced to County Judge, 1810-1821.) He was elected as a Federalist to the Twelfth Congress, and served in that body (March 4, 1811 to March 3, 1813.) At the expiration of his term he decidedly refused a renomination. He was elected the first President of the Washington County (N. Y.) Agricultural Society, and was one of the vice-presidents of the New York State Temperance Society when it was organized. He was strongly attached to Freemasonry and succeeded Ezra Ames and DeWitt Clinton as Grand High Priest of the Royal Arch Chapter of the State of New York. He was an elder of the Presbyterian Church for many years, and a prominent lay-member of the Troy Presbytery, and repeatedly its delegate to the General Assembly. He died August 24, 1843, in Salem, N. Y. (See "Congressional Biographical Directory.")

Congressman Asa and Abigail (Martin) Fitch had children: Martin, Mary, Elmira, Barbara, Barbara Jarvis, PROFESSOR ASA FITCH, M. D., of whom further; Abigail, and James Harvey Fitch.

PROFESSOR ASA FITCH, M. D. (Professor Asa,⁶ Congressman Asa,⁵ Dr. Pelatiah,⁴ Jabez,³ Samuel,² Rev. James¹), Physician and Naturalist, was born February 24, 1809, at Fitch's Point, Salem, N. Y. He was the sixth child of Congressman Asa and Abigail (Martin) Fitch.

Professor Fitch, the subject of this sketch, received his preparatory education at the academies in Salem, N. Y., and Bennington, Vt. He early developed a taste for botany and zoology, and at the age of fifteen had so far advanced in the former as to arrange in scientific order the collection of his preceptor. His father had designed him to follow a profession, but, having in mind the practical instruction he so much desired in natural sciences, he chose a course at the Rensselaer School, in Troy, N. Y., in preference to a college routine. He graduated therefrom in 1827, and from Rutgers Medical College in 1829 with the degree of M. D. The following

year he accepted the position of assistant professor of natural history for the Rensselaer School expedition from New York to Lake Erie. There he left the party and travelled through the Western states to Missouri, collecting minerals, plants and insects. He returned in 1831, and began the practice of medicine in Fort Miller, N. Y., where, Nov. 15, 1832, he married Elizabeth, only daughter of John McNeil of Stillwater, N. Y., and his wife, Sarah Pattison, daughter of Thomas Pattison and Elizabeth Ashton, daughter of John Ashton of Lincolnshire, England, and Ballston, N. Y. He removed soon after to Stillwater where his few professional duties gave him liberty to devote much time to his favorite pursuits. In the spring of 1838, he returned to Salem to take charge of the paternal estate which his father had become too feeble to manage.

In 1841, the Washington County (N. Y.) Agricultural Society was organized, and Dr. Fitch was chosen secretary. To his management was due its quick success and popularity, and in 1848 he was elected its president. Meanwhile he was engaged by the New York State Agricultural Society to make a complete survey of the agricultural resources of Washington County, in which work he was employed nearly three years. The result of this survey was published in 1848 and 1849 in the "Transactions of the State Society." This required a report upon "the date of the first settlement of the towns and from whence the settlers came." This part of his report proved to be of general interest and led to his election as corresponding member of the New York Historical Society and honorary member of the New Jersey Historical Society. During this research he became aware of the importance of local history and acquired the habit of gathering from every person he met, all the information possible concerning families and their antecedents, and all incidents of note prior to, and connected with, the War of the Revolution. Some of the information thus obtained he subsequently printed, but much is still unpublished.

In the second number of the American Quarterly Journal of Agriculture and Science for 1845, appeared an illustrated article from his pen on "Insectos of the Genus Cecidomyie." This was followed by one on "The Wheat Midge;" in 1846 another upon the "Hessian Fly," and in 1847 still another upon the "Winter Insect of Eastern New York," describing eight new species. In the "Transactions of the State Agricultural Society" of 1847, he gave an account of the

"Currant-worm and its Moth." This, with a beautifully engraved colored plate, received marked attention in foreign scientific journals. By this he became favorably known among the entomologists of the time. He was also employed at this period in collecting and naming the insects of New York State for the state cabinet of Natural history, and in 1851 he furnished a descriptive catalogue for the "Report of the Regents of the University upon the New York insects of the order Homoptera."

In 1854, an appropriation having been made for the purpose, he was appointed State Entomologist of New York, being the first to serve in this office. He then withdrew from all other activities and diligently applied himself to this work. The results of his investigations were published yearly under the title "Report on the Noxious, Beneficial and Other Insects of the State of New York." Fourteen of these were published and were received with marked attention and approbation both in this country and abroad. He was elected a member of, and received a diploma from the entomological societies of Philadelphia, France, Germany and Russia, and a gold medal was bestowed upon him by the Imperial and Central Agricultural Society of France. During this period he also contributed articles to agricultural publications, among them, "A brief Account of the most Important Injurious Insects of the U. S." This was illustrated and published in the "Annual Register of Rural Affairs, and was afterward issued in pamphlet form for the use of the students. The duties of his office and the labor required in investigation of insect life became too arduous in his advancing years and he resigned his position as State Entomologist in 1873.

For many years, as opportunity presented, he had been collecting a great amount of information upon the Fitch family and others connected with it. In his later years, he devoted the major part of his time to compiling and arranging for publication a "Record of the Fitch Family in America." Upon his death, his Fitch manuscript was deposited with the New York Genealogical and Biographical Society, New York City. The variety and amount of work he accomplished during his life seemed incredible to those who knew him. But while yet a student he had planned his life work, which he computed, if performed within the allotted age of man, must reduce the number of hours usually allotted to sleep. He experimented to determine this, and found that with five hours' sleep nightly, he could

maintain a healthy body and mind. This was his habit, though during his busiest seasons they were reduced to two or three. In 1859, he contracted pneumonia which left him with impaired lungs. To his knowledge of medicine and the care he took of his person was due the prolongation of his life to seventy years,—a life in which he made the most of the talents that were given him, and typical of the Christian faith he possessed.

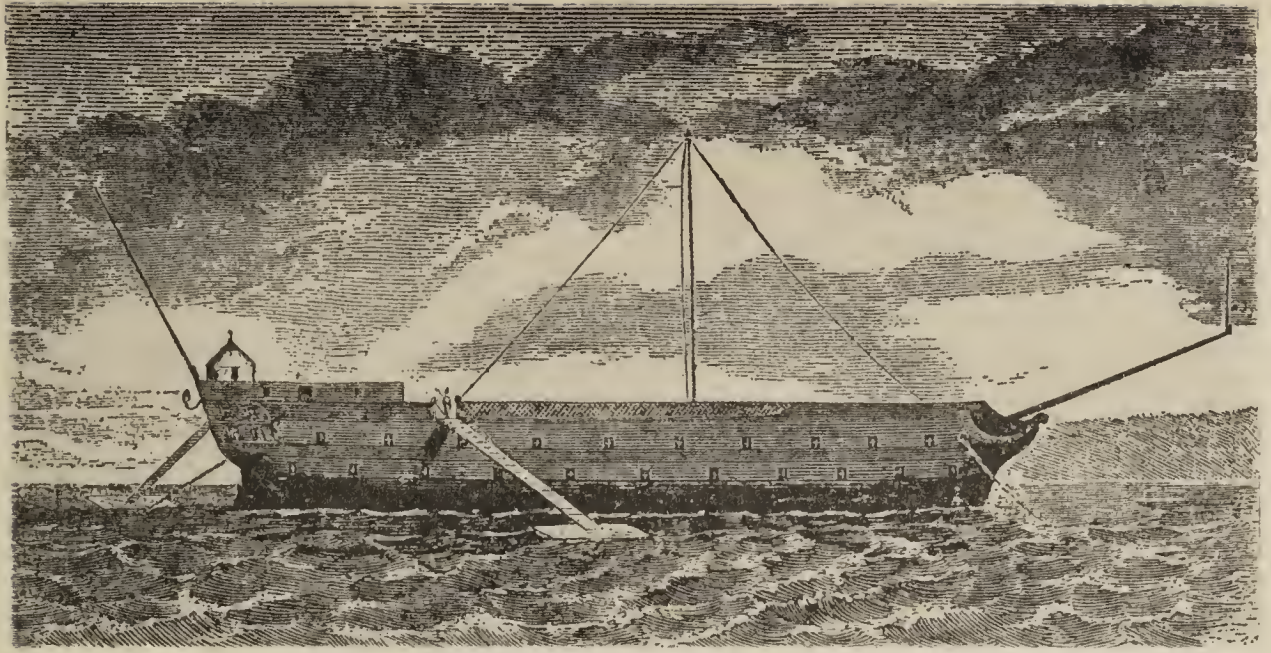
Professor Asa and Elizabeth (McNeil) Fitch had children: Sarah E. (Fitch) Gates, Charles L. Fitch, Abbie M. (Fitch) Andrews, who wrote the preceding biographical sketch for the "N. Y. G. & B. Record;" Anna O. Fitch, Elias Patterson Fitch, and Asa J. Fitch.

CAPT. JABEZ FITCH JR. (1737-1812) (Capt. Jabez Jr.,⁴ Jabez,³ Samuel,² Rev. James¹), was born Feb. 15, 1736-7, at Norwich, Conn., son of Jabez and Anna (Knowlton) Fitch, grandson of Samuel and Mary (Brewster) Fitch and great grandson of Rev. Mr. James Fitch of Norwich and his first wife Abigail (Whitfield) Fitch.

He entered military service when but a youth, was in two or three campaigns in the old French and Indian war and held a commission in the first two campaigns of the Revolution. He was captured on Long Island on the memorable Aug. 27, 1776, and endured an eighteen months' imprisonment on the British prison ships, where he contracted a scorbutic complaint which embittered him and rendered his life almost insupportable for more than thirty years.

In 1903, "The Diary (in facsimilie) of Jabez Fitch, A Prison Ship Martyr of 1776, Discovered by Mrs. S. V. White of Brooklyn, N. Y., and sold for the benefit of the Martyrs Monument Fund," was published by William Abbot, 281 Fourth Ave., New York, in 1903. It was copyrighted in 1897 by E. M. C. White. There is an introduction dated "The Elms," Hyde Park, Vermont, addressed to Mrs. S. V. White of Brooklyn, N. Y., and signed by Vernon D. Fitch, great-grandson of Capt. Jabez Fitch Jr.

Besides this "Narrative," Capt. Jabez Fitch kept a diary of events for forty years. Part of this journal which was kept during his campaigns in the Revolutionary war was sent to Washington, D. C., during his lifetime to help him procure his pension, and his descendants were unable to recover it. Many installments of the "Diary" were published in "The Mayflower Descendant," issued by the Massachusetts Society of Mayflower Descendants.



THE BRITISH PRISON-SHIP "JERSEY"

ELIJAH FITCH, BORN 1754, (SON OF ELISHA, [3] CAPT. JEREMIAH, [2] REV. JAMES [1]) "WAS TAKEN PRISONER BY THE BRITISH DURING THE REVOLUTION AND STARVED TO DEATH IN A PRISON SHIP, NEAR LONG ISLAND."

It is estimated that as many revolutionary heroes died from disease and starvation in the British prison-ships anchored in Wallabout Bay, adjoining the present site of the Brooklyn Navy Yard as were killed in battle during the entire war.

"But of all these terrible prison-ships, the 'Old Jersey,' the 'Hell,' as she was called, was the most notorious. She was originally a sixty-four gun ship, which had become unfit for service. Eleven thousand patriots died in the 'Jersey' alone. After the war this old hulk was so eaten with the worms bred by pestilence that she sank where she was anchored, and the names of thousands of war victims sank with her, as it is said that nearly every prisoner found a space somewhere in her timbers in which to carve his name."

(Reprinted from "Diary of Capt. Jabez Fitch (1737-1812), Prison Ship Martyr")



THE STATUE OF LIBERTY, NEW YORK CITY HARBOR



N A V Y Y A R D

EARLY VIEW OF THE BROOKLYN NAVY YARD

Which is on Wallabout Bay, where thousands of Americans perished in the British prison-ships of the Revolution. In Fort Greene Park, nearby, the tomb of a number of the prison-ship martyrs is marked with a sculptured memorial by Macmonnies, a marble censer, emblematic of a perpetual incense offering.

The list of grantees of the town of Hyde Park, Vermont, was made up largely of men from Norwich, Conn., among whom was Capt. Jabez Fitch Jr., who went to Hyde Park with his three sons in 1788. They made for themselves a home in the wilderness, enduring all of the peculiar trials and hardships of the first settlers. They first provided a temporary shelter, the next season had erected a comfortable log house. In 1808, the house was built where Capt. Fitch died in 1812. It is still standing.

Capt. Fitch's narrative is very interesting and can be examined in the larger libraries. This writer found a copy in the Detroit Public Library. It contains a picture of the British Prison-Ship "Jersey," with explanation as follows:

"It is estimated that as many revolutionary heroes died from diseases and starvation in the British Prison-ships anchored in Wallabout Bay, adjoining the present site of the Brooklyn Navy Yard, as were killed in battle during the entire war.

"But of all these terrible prison-ships the 'Old Jersey,' the 'Hell,' as she was called, was the most notorious. She was originally a sixty-four gun ship, which had become unfit for service.

"Eleven thousand patriots died in the 'Jersey' alone. After the war, this old hulk was so eaten with the worms bred by pestilence that she sank where she was anchored, and the names of thousands of her victims sank with her, as it is said that nearly every prisoner found a space somewhere in her timbers in which to carve his name."

Capt. Fitch's "Diary" is "Dedicated to All Patriots Who are Striving to make still more glorious our country, in whose cause so many heroes sacrificed their lives." Signed Eliza M. Chandler White, Vice-President, Prison Ship Martyrs' Monument Association."

This book has an introduction written by Capt. Jabez Fitch Jr. himself in his own hand as is the entire book which reads "A Narrative of The Treatment With Which the American prisoners were used who were taken by the British and Hessian Troops on Long Island, New York, August, 1776, With Some Occasional Observations thereon." There is also a drawing of the home of Capt. Jabez Fitch, at Hyde Park, Vermont. Part of the Narrative is in the form of letters addressed to his brother, Elisha Fitch Esq., Justice of the Peace at Norwich, Conn. There is also a picture of a "shaving cup and strop made by Capt. Bissell on board the prison ship 'Jersey' and presented to Mr. Fitch."

CHAPTER VII.

(WILLIAM) CLYDE FITCH (1865-1909).

ROMANTIC STORY OF ANCESTRAL BACKGROUND AND GENIUS OF AMERICA'S FOREMOST DRAMATIST.

As the echo of the Civil War's last cannon died away, a child was born whose ancestral heritage of the characteristics of stern Puritan and volatile Southerner, was to make him America's foremost dramatist and promote the fame of the United States in the world of drama and letters.

This child was (William) Clyde Fitch (Clyde,⁸ Capt. William Goodwin,⁷ Horatio,⁶ Benjamin Bissell,⁵ Capt. Abraham,⁴ Ensign Nathan,³ Capt. Nathaniel,² Rev. James¹). He was born at Elmira, N. Y., on May 2, 1865, scarcely a month after the surrender of Lee. He was a son of Capt. William Goodwin Fitch, of Hartford, Conn., and Alice Maud Clark, daughter of Z. B. and Sarah Clark of Hagerstown, Maryland.

The romance which was to have such auspicious results, had its inception in the midst of the War campaigns while Lieutenant—afterwards Captain—Fitch was serving as a Union officer on the staff of General Heintzelman. Capt. Fitch won the love of the beautiful Maryland belle, and they were married July 16, 1862, at St. John's Lutheran Church in Hagerstown in the presence of the bride's parents, who were distinctly Southern in temperament, although Northern sympathizers in the war.

Clyde Fitch always delighted in the romance of this courtship, and while at Amherst College wrote a story about it for the college magazine, later weaving it into his play, "Barbara Frietchie."

The boy, who was later to write famous plays, launch actors on dazzling careers, and be the familiar associate of Robert Herrick, Mrs. Edith Wharton, Robert Hichens, Maude Adams, Kate Douglas Wiggin, William Dean Howells, Maxine and Gertrude Elliott, Richard Mansfield, Clara Bloodgood, Otis Skinner, Julia Marlowe



Clyde Fitch

(WILLIAM) CLYDE FITCH (1865-1909)
America's Foremost Dramatist
(Reproduced from "Clyde Fitch and His Letters")



ESTATE OF CLYDE FITCH AT GREENWICH, CONN.

This beautiful estate, called by Clyde Fitch, "Quiet Corner," is situated on Hill Road, Greenwich, Conn. Here the noted dramatist wrote many of his most famous plays

(From "Clyde Fitch and His Letters")



"Quiet Corner," is now (1929) owned by Mrs. Elliott Schuyler Phillips, daughter of Winchester Fitch, Esq., of New York City

(Mrs. E. H. Sothern), Elsie De Wolfe, John Drew, Marie Wainwright, John Barrymore, Ethel Barrymore and others, had to overcome frailness and weak health.

When Clyde was four, the Fitches moved to Schenectady, N. Y., where they lived for ten years. Another child had died in infancy, and Clyde was brought up under the confining devotion of his mother. Early in life, his temperamental inheritance became apparent. As a boy of fourteen he wrote his first literary effusions for his childhood newspaper, called "The Rising Sun." His pen efforts at this early age were infused with caustic banter, and the volatile vivacity which later was to become known as "the Fitchean style." As a youth, he amused himself with organizing a neighborhood circus and other childhood entertainments, and through his entire life, sought companionship, excitement and activity.

A youth of thirteen, small and not strong for his age, he entered the public High School and later attended the "Holderness" boarding-school for boys at Holderness, New Hampshire. He was there prepared for Amherst College. Capt. Fitch, though not wealthy, gave his only son not only a good education but many advantages.

Excerpts from two letters taken from "Clyde Fitch and His Letters" by Montrose J. Moses and Virginia Gerson, are given here to show the influence of his parents on the playwright's life:

"Christmas, 25 December, 1879.

"My dear Son:

Your father sends you his Christmas gift, hoping it will add a little to your happiness. He is proud to feel you are worthy of it, and is only sorry it cannot be more, to prove to you that your father loves you. While you have other friends who are good to you & whom you love, never forget that in this world, search as you may, you will never find any whose love is to be preferred to that of your father and mother.

My dear love to you, and a Merry Christmas.

Your affectionate,

Father."

Twenty-two years after these Holderness days, from Sal-somaggiore on May 16, 1902, at the zenith of his fame, Clyde Fitch, who had never married, wrote:

"My mother has been the one great love of my life. I have loved others, but it has seemed to me always that beneath and above

any other affection was my love for my beautiful mother. A wonderful woman, so full of charm and loveliness and wit, in touch with the world, but unaffected; and full of sympathy. A life full of difficulties, and everyone conquered, sometimes at what cost. This, my love for my mother, does not detract from my love for my father. His unselfish affection for me made it possible to leave behind to them both, these literal proofs of my filial devotion as well as boy's and man's love."

This from the author of "Beau Brummell," "Nathan Hale," "The Moth and the Flame," "Barbara Frietchie," "The Climbers," "The Way of the World," "The Woman in the Case," "The Truth," "The City," etc.—in all sixty-two plays of which thirty-six were originals, twenty-one adaptations, five dramatizations of novels, four books, collaborations on other plays. He also had the great honor of having his plays produced at the leading theaters abroad.

The character of Clyde Fitch was molded in many ways by parental instruction and schooling, but he also had an inborn genius for expressing the things he saw about him. This took the form of painting and writing, and led eventually to the inimitable Fitchian dialogue. His volatile temperament was a heritage from his mother, but still he was strongly influenced by the fine traditions of his Puritan ancestors.

The romance which he breathed into his plays, his satires of society and his love of beauty and art were both Fitch and Clark traits; but he could as easily weigh and balance the standards of human conduct. It has been said that, " 'The Truth' was a measure of the Fitch in him." His forcefulness and courage of conviction were Fitch inheritances. His uncle, John Lee Fitch, who resided in New York, was a celebrated painter, a pupil of Zimmermann in Munich, and a member of the Century Association. It was due to his uncle's position and influence in New York, that he was readily welcomed in New York social and art circles.

Clyde Fitch's grandmother Clark delighted in dress and decoration and was a picturesque Southern lady of her day. She had wit, and in her youth was a great beauty. She transmitted her beauty and charm to Fitch's mother. Even to her last day, grandmother Clark was meticulous in the whiteness of her caps and the long trains of her silk gowns. One of the events of her quiet life in Hagerstown after the Civil War was when she journeyed to Baltimore with her grandson to view one of his plays.

Clyde Fitch's father, Capt. William Goodwin Fitch, was the son of Horatio and Lydia C. (Lee) Fitch, who were married September 17, 1832, at Hartford, Conn. Horatio Fitch was the son of Benjamin Bissell and Esther (Hyde) Fitch; grandson of Capt. Abraham (who served in the Revolution) and Betsy (Bissell) Fitch, the latter a great-aunt of Governor Bissell of Connecticut. Horatio Fitch was a great-grandson of Ensign Nathan and Hannah (Huntington) Fitch of Lebanon, Conn., and great-great-grandson of Capt. Nathaniel and Ann (Abel) Fitch. Capt. Nathaniel Fitch's parents were Rev. Mr. James Fitch and Priscilla (Mason) Fitch, daughter of Major John Mason, Conqueror of the Pequot Indians, and Deputy Governor, and his wife, Anne, daughter of Rev. Robert Peck, Vicar of Hingham in Norfolk, England, who married the widow of Rev. James Bacon, a cousin of Lord Francis Bacon. Rev. Mr. Fitch, Major Mason, Simon Huntington, William Hyde and Capt. Joshua Abell, all ancestors of Clyde Fitch, were in 1659, founders of Norwich, Conn. (Note by Winchester Fitch, B. L.)

Thus Clyde Fitch was in direct lineal descent from the early armorial Fitch (Fytche) family of County Essex, England, whose motto was, "Spes Juvat," which means in English, "Hope Assists Us." And hope buoyed Clyde Fitch to the success which his ancestral background made possible. In him romance and reality were nicely balanced.

He never forgot his parents, or his family traditions. Every Thanksgiving found him in Hartford, if only for a few hours. Birthdays and Christmas he unfailingly observed and found boyish gratification in farewell dinners before his many sailings for Europe.

Clyde Fitch was always honest when it was necessary for him to express his personal opinion in private life or in the theatre. This was a Fitch trait. Miss Maxine Elliott once protested against his directions to a stage-hand. "Oh, Clyde, you can't do that," she exclaimed. "Oh, Yes, we can," he retorted, "People always think things can't be done just because they never have been done."

On another occasion, a "star" disapproved of a certain actress in the cast. "No, she's not very great," Fitch agreed, "but she has that warm quality of common emotionalism and that is just what I need." By his personal interest, he discovered and helped many actors and actresses to attain fame and fortune.

Clyde Fitch started shaping his future career at college. In 1882, he passed his entrance examinations for Amherst College and

became a member of the class of 1886. Here he was generally called "Billy" Fitch. He managed to appear always fashionably dressed, and sometimes his father's wallet had to rescue him from the tailor. Some of the other students at first regarded Fitch as "high-hat" but as he went his own way, not trying to "mix in" with any clique but courteous to all, the student body soon accepted him as a "real fellow."

He was admitted to the Amherst Chapter of Chi Psi, and lived at the fraternity house during his Junior and Senior years. He was soon admired for his talents in college dramatics, story-telling, and inimitable imitations. Nearly every issue of "The Student" contained some of his verses, mostly lyrical.

Fitch's first attempt at dramatic writing was in his Junior year when he wrote a new second act to lengthen the one-act burlesque opera, "Il Jacobi." This the Chi Psi were presenting as a feature of their reception to the College faculty. He excelled also as producer, designer, scene painter and actor. On his week-end and vacation trips to New York he enlarged his ideas by constant attendance at the theater, and on one occasion, with a college chum, saw eleven shows in six days. He painted for his fraternity a replica of the curtain in Daly's famous playhouse on Broadway and Thirtieth Street.

Fitch was on the editorial staff of the "Olio," was a member of the Athenae Literary Society, and when a Senior, was elected Class Poet. During his last year he spent some evenings with the poet, Clinton Scollard, and the future playwright became more earnest in his desire to continue his literary work. He took his degree in 1886. In the same class was Robert Lansing, later President Wilson's Secretary of State. Sixteen years later, in 1902, his Alma Mater honored Fitch with the degree, Master of Arts.

Captain Fitch had educated his son to be an architect. He had no faith in the money power of the pen, or the theatre. He was a patriot—a soldier—a man proud of his country, practical and serious. He wanted Clyde to go from Amherst to "Massachusetts Tech."

It is curious now to see how his ancestral heritage of conflicting emotions made Clyde Fitch a famous dramatist in spite of the disapproval of a theatrical career by both the Fitch and Clark families. In 1812, his maternal great-grandmother had embroidered a sampler in colored silks which depicted three houses—a Church! a Home!

and a Schoolhouse! Below she had worked this moral warning; later to be hung in the hall of Clyde Fitch's country home:

*“One evening in December last,
The sixth and twentieth day,
The people that with joyful taste
Did go to see the play—
While in the midst of joy and mirth,—
The house it caught on fire,
Hundreds enveloped in flames
And many did expire.
—May theaters be done away
From off this earthly shore,
And houses put to better use,
And plays be seen no more”*

In the autumn of 1886, he went to New York, where he had influential friends and relatives, determined to earn his own way as a writer. He had some letters of introduction, and through his uncle, John Lee Fitch, the artist, had an entrée everywhere, but made the round of the newspaper offices “on his own.” After meeting some rebuffs, he was told at the “New York Times” that he “might go over and hang around the Hoboken docks and see if anything turned up.” Not understanding the breezy manner of city-editors, Fitch was not pleased with the prospect, and when outside, said: “I had come to the conclusion that if anything did ‘turn up’ at the Hoboken docks, it wouldn’t be me!”

He next registered at an agency, and obtained a position as private tutor to the young son and daughter of a family in Orange, New Jersey. He held this job that winter. In jocular mood of sheer fun he wrote an illustrated booklet to his mother recording the parental disapproval of his choice of career as follows:

“My father leaned toward architecture. My mother viewed my onslaughts into art with partial eye, and tho’t I ought not to let Raphael’s brush lie idle. My aunt said Tennyson was aging, and spoke of my early poems with fond pride, most sweetly blind to lack of metre, verse, feet, and tho’t. A classmate proposed the stage, but that but made my mother swoon, and my father vow he’d disinherit me. With my college tailor-bill still sword-of-Damoclesing over me, I felt I could not be so little dutiful. Thus it was that to aid in my expenses in belles-lettres, I became a Tutor.”

These frequent letters to his family showing his boyish enthusiasm elicited many laughs from his parents, and merriment and anger don't go together. Their opposition became less emphatic. Fitch was not daunted by another rebuff. He wrote a squib for "Life" and asked an artist friend to illustrate it; the picture was accepted, the manuscript rejected. He kept at work on his novel, "A Wave of Life." Having presented his letter of introduction to E. A. Dithmar, at that time dramatic editor of the "Times," he attended many opening nights as the guest of the critic who found pleasure in the observations of the embryo playwright.

Fitch then resided at a boarding-house, West 53rd St. He occupied his spare moments by writing childhood sketches, later gathered into the volume entitled, "The Knighting of the Twins." The Rev. Mr. Robinson published some of these sketches in "The Churchman," and Fitch was also encouraged in his literary efforts by Dr. Lyman Abbott of "The Outlook." He developed many friendships in the city. In May, 1888, he joined his mother abroad, and spent June in Paris where he purchased at a dingy old shop for three francs a grimy canvas which he had recognized as an old painting of Salome. This relic proved a "jewel," and later was built in over his mantel in the salon of the Fortieth Street house in New York. This only proves that good things await observing eyes, that know what is good.

Returning to New York, Fitch's circle of friends increased. He rented a small apartment in the Sherwood Studios in West 57th Street, and became friendly with the Carrol Beckwiths, Siddons Mobray and the Edwin Blashfields who had studios in the building. He met the Gerson family, Beatrice and Oliver Herford, the Lawrence Huttons, and the W. D. Howells. Carrol Beckwith, the painter, with John Drew, proposed Fitch for "The Players." Mr. Dithmar now helped him to his great opportunity, for when Richard Mansfield asked Mr. Dithmar to suggest someone who could write a play for him around the character of Beau Brummell, Dithmar suggested Fitch.

The day before the opening of this play, Mansfield was in financial straits and disconsolate. He admired an ultra-elegant wig worn by W. J. Ferguson, the valet "Mortimer," in the play.

"That's a fine wig!" Mansfield exclaimed.

"Yes," Ferguson rejoined, "and a very expensive wig!"

"It looks expensive," Mansfield returned, "and I'm afraid you

are going to lose your money on it. We can't do this play tomorrow. It will be a failure. We'll have to put on "A Parisian Romance."

"I'll wager you my wig it will be a 'go'," protested Ferguson. "If it fails I will pay for the wig; if it is a success, will you pay for it?"

Mansfield took the wager. "Beau Brummell" opened on the evening of May 17, 1890, at the Madison Square Theater in New York. Mansfield paid for the wig, and this great success launched Clyde Fitch as a successful playwright.

A hit of the play was Beau Brummell's lines: "Men shake hands much too often. A glance of the eye, Reginald—a glance of the eye."

Even after he had gained recognition as a dramatist, Fitch had his fat and lean years. He first began to make "real money" after his association with Charles Frohman. Fitch adapted "The Masked Ball" from the French of Bisson and Carre, which Frohman produced. The results of this success were summed up by Daniel Frohman who said: "It brought Fitch into contact with the man who was to be his real sponsor; it made John Drew a star; it carried Maude Adams into the frontier of the stellar realms, and gave Charles Frohman a whole new and distinguished place in the theater."

At the end of seven years Clyde Fitch had two big successes in the same week, "Nathan Hale" and "The Moth and the Flame." From then on until his death, the great majority of his plays were successes. "Fitch earned his success by working," wrote John D. Barry in the "San Francisco Call." "In the face of failure he could work desperately and persistently,—a great feat. And as a favorite of the gods, he behaved uncommonly well. When the money rolled in like a flood, when he actually had four plays running during the same week, with other plays touring the country, and others translated on European stages, he kept his head. By keeping his head he kept the friendships that had brightened his early years, and made them go on brightening his life."

Before writing a historical play, Fitch saturated himself with the atmosphere of the time. He read exhaustively on the history of the American Revolution. Before actually writing "Major Andre," he went alone to Tarrytown one late afternoon. There he wandered along the banks of the Hudson River near the place associated with Andre's execution. He remained there "until the dark began to

gather—a dark blue night, with the black river and the stars seen through the branches of the trees.” Before sitting down to write, he always laid aside his notes so as to infuse his own spirit into the play, assisted by the historical background pictured in his mind.

Fitch never went hungry, as his father was well-to-do; but he liked to tell of his early extravagances and debts. It was not all a life of gathering laurels on the hilltops. He disliked borrowing money from friends, and was often saved by his valet, Antoine, who was a banker in his own way. He was at financial zero when the Nat C. Goodwins placed “Nathan Hale” in rehearsal in Chicago at the same time that “The Moth and the Flame” was being rehearsed in Philadelphia.

He went to Chicago with the Goodwins who continued to appear in “An American Citizen” while they rehearsed Fitch’s play. Coming from the theater one day after rehearsal he bumped into his College chum, Tod—later Judge—Galloway. After the usual greetings Fitch exclaimed, “My! I hope this play will be a ‘go.’ I’ve spent all the money I’ve borrowed from Antoine; and if it doesn’t, I’ll have to borrow the interest on the money I owe him!”

Fitch had always a boyish enthusiasm for antiques, and this passion often depleted his bank account. He spent his income from successful plays on collecting these, building additions to his residences, hospitality and travel. He had an aversion to owing money, and paid his debts as he went. It was humorously remarked of him that he never owed any man but his valet; but he turned over most of his business affairs to his attorney.

On January 31, 1898, “Nathan Hale” opened at Hooley’s Theater in Chicago, and the same week, “The Moth and the Flame” crashed through to a hit in Philadelphia. Fitch could hardly believe his good fortune. On the morning after the latter play had its premieré in Philadelphia, Herbert Kelcey found Fitch standing near the theatre entrance, gazing curiously at the line of people which stretched from the box-office far down the street. Fitch held in his hand an open telegram which he handed to Kelcey. It was from Goodwin about “Hale” and read: “Everything booming here. Breaking all records. Line from box-office around corner. Nat.” Fitch stared at the human line before him. “Tell me, Kelcey,” he gasped, “do you think this is true, or is Goodwin joshing me?” Thereafter Charles Frohman fixed on Fitch for all his future output and the money started streaming in.

Even in his days as a budding playwright, Clyde Fitch always appeared prosperous, cheerful and unaffected. He had a natural "presence" and paid special attention to the minutest details of dress. He had a perfect outfit for every occasion, and always appeared to advantage. At the time of writing "Beau Brummell" he was somewhat of a "dandy," but his immaculateness counterbalanced extremeness. Nothing appears more vulgar than the contrast of a snappy vest, affected bearing, and a rumpled shirt. Clyde Fitch knew this. He had always a boyish enthusiasm about him. He remained simple and unaffected at the height of his success, although his "presence" was ever felt. His natural exuberance and genius for friendship were great allies in his career.

"Exactly when the story underlying the play of 'Barbara Frietchie' first began to glimmer in the mind of Clyde Fitch cannot be stated," say Mr. Moses and Miss Gerson in their book. "He grew up in its atmosphere, so to speak; he was born into its romance.

"Sitting in his study one evening, he picked up an old daguerreotype—a picture of his mother at seventeen, sitting in a voluminous cloak, with her hands in a small muff, her young face framed in a bonnet with flowers. To him she was the epitome of beautiful girlhood; but what was most compelling at this instant was that in looks the portrait was so much like Julia Marlowe.

"Miss Marlowe was Frohman's immediate concern; he wanted a play for her, and he wanted Clyde Fitch to do it. It was an inspiration, using the 'Barbara Frietchie' flag episode, even though the dramatist opened the way for students of history to pour anathema on his head; but, as he turned over the material in his hand, jotting down notes and suggestions, the effective climax of the historical incident was just what he needed for his last act—his Barbara to be young, of course, not old. History had distorted the occurrence for the sake of the picturesque. Might not he also? He had to pay the penalty, for when his play came to Frederick, Maryland—Barbara's own town—'they' said they would 'never forgive Clyde Fitch for distorting their history.'"

Shortly after this (1898), in a letter to Marguerite Merington, the playwright, Fitch wrote: "I am being pressed almost beyond bearing by Frohman, to finish 'Barbara' for Marlowe by the middle of January! Since 'Hale's' hit in Boston, he has sent for me and begged me to give him two acts the day after Xmas!! So I am doing

nothing but write, and go to the opera (which gives me ideas). I am all ink and love for you."

Clyde Fitch infused the Southern atmosphere into "Barbara Frietchie." He directed Julia Marlowe (the Barbara) and J. H. Gilmour (the Captain Trumbull) in all rehearsals and was greatly pleased by their co-operative effort to create the right atmosphere. After the "star" proposal scene had been rehearsed many times, Fitch said, "Julia, do you see that star?" Miss Marlowe looked up and asked "Where?" unsuspectingly. Fitch kissed her, saying, "You have made her more than my Barbara." The play was a hit!!

Two amusing incidents happened to Clyde Fitch in connection with "The Cowboy and the Lady" which made a great success on the theatrical circuit in the spring of 1899. Fitch had never been West at that time, but had steeped himself in the atmosphere by selected reading. In the play, four cowboys—out of respect for "Midge," an adopted orphan daughter of one of their pals—nailed a box on the door of their cabin with the notice: "Anyone using a cuss word will please drop a quarter in this box." Fitch received a letter from which a quarter dropped. The note said, "A damn good play! A. C."

Although Fitch had never been West, a colorful story gained circulation and was published in the "Morning Telegraph," London, England, as follows: "While Clyde Fitch was roughing it in the Western States of America, one day he was 'called down' at a drinking saloon by a cowboy, and forced at the pistol's point to sing 'Kathleen Mavourneen.' So well did he sing it that the cowboy was touched and let his pistol hand drop. Instantly, Mr. Fitch covered him with his revolver, and ordered him to drink a bottle of whiskey. This finished the cowboy, who fell in an inert mass, while Mr. Fitch pursued his way in peace."

Great glamour surrounds any author. The public wonders, "When does he write and for how long at a time? Do ideas come naturally to him or does he think them out in advance? etc." However this may be in individuals, it is certain that good writing draws on every quality of the brain and drains the utmost energy. It drained Clyde Fitch's strength and led to his premature death at forty-four. The right word or phrase may escape one after hours of intensive concentration and then pop suddenly into the mind while eating, golfing or trying to sleep. This is why college professors

who are usually writing books or wanting to write them, are called absent-minded. They are always searching for some elusive idea.

Clyde Fitch had an instant reaction to all impressions. It was his custom to have pad and pencils close at hand and begin to scribble anywhere—even in a carriage with the upturned bottom of his traveling bag as a writing table while the rain poured outside. His letters were spontaneous, written swiftly, with no attempt to affect a literary style, and because of that, his inimitable style was always apparent. He attended to his own correspondence, writing his letters in longhand and many times answered the notes of unknowns if they showed sincere interest in his work.

He was ever active. The third act of "The Moth and the Flame" was written on the train between New York and Boston, part of it being scribbled on "The Players" note-paper which he had handy in his pocket. Ferdinand Gottschalk once asked Fitch, "What do you do when you are written out?" "Why, I read myself in," Fitch rejoined. His love of painting, antiques, decorating and music refreshed him. His mind was so active that he found it hard to sleep, and often burned the early morning oil in reading. His ability to concentrate was shown by the fact that conversation around him never interfered with his work, if he were not addressed directly.

The famous operetta, "My Maryland" which was a sensation of the 1927-28 theatrical season, was adapted from "Barbara Frietchie," and Clyde Fitch was given credit in the billing. Several road companies presented "My Maryland" in the leading cities of the United States.

Money now plentiful, Fitch purchased real estate at 113 East Fortieth Street, New York, and there built himself a beautiful home. In January, 1901, he had three plays running in New York: "The Climbers," "Captain Jinks of the Horse Marines" and "Barbara Frietchie," with Julia Marlowe, which had begun a return engagement at the Academy of Music.

A writer on the New York "Sun" wrote:

"A HUSTLING HISTRIONICUS

Swat,
And out of the glittering social grot,
Of the very Fitchiest, fetchinest lot,
Stirred in the scorching society pot,
Hot,
He plucks a wild, weird name and plot;
Whiz!

Through all the scenic mysteries,
 The gayly appareled fantasies,
 Likewise the dramatic unities,
 He shoves his pen until he makes it sizz.
 Biff!
 Act I,—Act II,—Act III, as if
 The thing were a cigarette to whiff.
 Slambang,
 The word goes out to the Broadway gang:
 Hooray!
 Clyde Fitch has written another play!"

After moving into his new house at 113 East Fortieth Street, Fitch's day was like this: First he disposed of his morning mail, always opening himself the letters which looked personal; then he worked on the manuscript, writing in long-hand; next came appointments followed by lunch. In the afternoon more appointments; and again work on the manuscript. Tired out, a drive through the Park, with the manuscript in his pocket. If delayed by tire or engine trouble, he worked with his pencil. Once after a second puncture, he told the chauffeur, "Never mind, that last puncture did the scene; a blowout will finish the act!" After his drive came dinner, receiving friends, and social duties, or the opera.

In 1902 he bought a beautiful country estate which he called "Quiet Corner," on Hill Road at Greenwich, Conn., and spent his week-ends there, motoring from New York, now owned (1929) by Mrs. Elliott Schuyler Phillips, daughter of Mr. and Mrs. Winchester Fitch of New York City.

To be more secluded, in 1907 Clyde Fitch bought his new Westchester home at Katonah, New York. This he called "The Other House." It was an old farmhouse and he had it remodeled "until the time he could build his dream palace, 'Quiet Hills.'" His death ended this hope.

He was honored by being asked to lecture on the Drama at Yale University, where he acquitted himself with distinction.

On the twentieth of June, 1909, Clyde Fitch read his last play, "The City." After dinner he started reading to a group of friends gathered at "The Other House." He read with "fire" until two o'clock in the morning, all the time, turning the pages of the manuscript rapidly and cutting whole blocks of dialogue with a blue pencil. "I must cut the political discussion scene," he said. "I hate cutting it, there is so much meaning in every word of it. But I know I will

have to do it." When he finished his violent rendition, he was shaking all over and the veins on his temple were greatly magnified.

His strength had ebbed by over-work. On June 25th he sailed for Europe for the long rest that had come too late. The nervous tension under which he was laboring is given in his "log" of the crossing written on board the S. S. Lorraine in a letter to Minnie Gerson:

6:30	A. M.	Look at clock and turn away.
7:00		Ditto—the other way.
7:30		Back again.
8:00		Try to sleep on my back.
8:30		Vice versa!
9:00		Ask Jean (valet-Sidney Boggis who also used to valet Clyde Fitch, is now (1929) valet to Florenz Ziegfeld), who came in, what time it is and tell him to come back at half past.
9:30		Ask what the weather is? (Foggy) Say I'll get up at 10.
10:00		Headache has begun and I pull myself out of bed.
10:07		Hot bath, with cold sea shower.
10:14		Rub.
10:19		Hair brush, tooth brush, etc.
10:25		Breakfast (uncanny meal).
10:48		First attempt to shave.
10:55		Second,—more or less successful.
11:10		Dress.
11:25		Out—cigarette and walk.
12:00		If I talk at all, I talk now principally to an old lady who claims her son knows me well, but whom I can't remember.
1:00	P. M.	Read.
1:30		Lunch.
2:00		Read.
3:00		Lie down.
4:00		Get up.
4:10 to 5		Listen to music and read, and pretend I don't see anybody else in the room.
5:05		Walk and smoke.
5:30		" without
6:00		Read.
6:30		Play "patience."
7:15		Dress for dinner.
7:30		Dine.
8:15		Two cigarettes in smoking-room and a boring, dull and platitudinous conversation with a Professor who also knows me.
9:00		Listen to concert and read.
10:00		Walk.
10:30		Read.
11:00		"Patience."

11:30	Bed.
11:45	Read.
1:00 A. M.	Put out light first time.
1:30	Turn up.
2:15	Put out again.
2:30	Toss about.
2:45	Take some bicarbonate of soda.
3:00	Take some magnesia.
3:30	Get cross out loud.
4:00	Maybe go to sleep.

Two months later a cablegram came from Eugene Gautier, Fitch's friend, who had joined him in France:

"Chalons-sur-Marne
4 September, 1909.

Dear Clyde passed away 9.30.

Gautier."

A few days earlier his mother had received a postcard mailed from Metz:

"Sleeping here—an old friend came from Luxembourg to dine with me—a nice fellow—a writer—but a little too foreign for me! I think I grow more American as I grow older.

"I had several bad days, too much excitement in Paris and London, overwork on the other plays, and the success of 'The Woman in the Case.' I could not escape it.

Love to all.

Clyde."

In November following his death, "The City" was put into rehearsal and the actors, intensely loyal, vied with each other to infuse the spirit that Fitch would have given the play had he been there. It was to be his vindication from the critics who had believed him only capable of "feminine" or "society" drama. On December 21, 1909, "The City" opened at the Lyric Theater. That night there was pandemonium. One critic said, "The audience roared its approval; cheers swept the house from orchestra to balcony." Another paper asserted, "It seems tame to say merely that the play was strong, for in its strongest scene it is tremendous. The play is strong as a raging bull a hungry tiger This is a play to shudder at. The art employed is remarkable, the effect is at moments mighty." Women were removed fainting; the awestruck assemblage called for innumerable curtain calls.

The spirit of Clyde Fitch is contained in a Christmas greeting he himself wrote for a New York newspaper :

“No chimney is too small for Santa Claus, no trouble too big for love.”

His ashes were placed with a handsome monument in Woodlawn Cemetery, near New York.

By far the most realistic book on Clyde Fitch which the writer has read—most fascinating in every line—is “The Clyde Fitch I Knew” by the well-known Archie Bell of Cleveland, Ohio, author also of “The Bermudian,” “The Clevelanders,” etc. etc.

CHAPTER VIII.

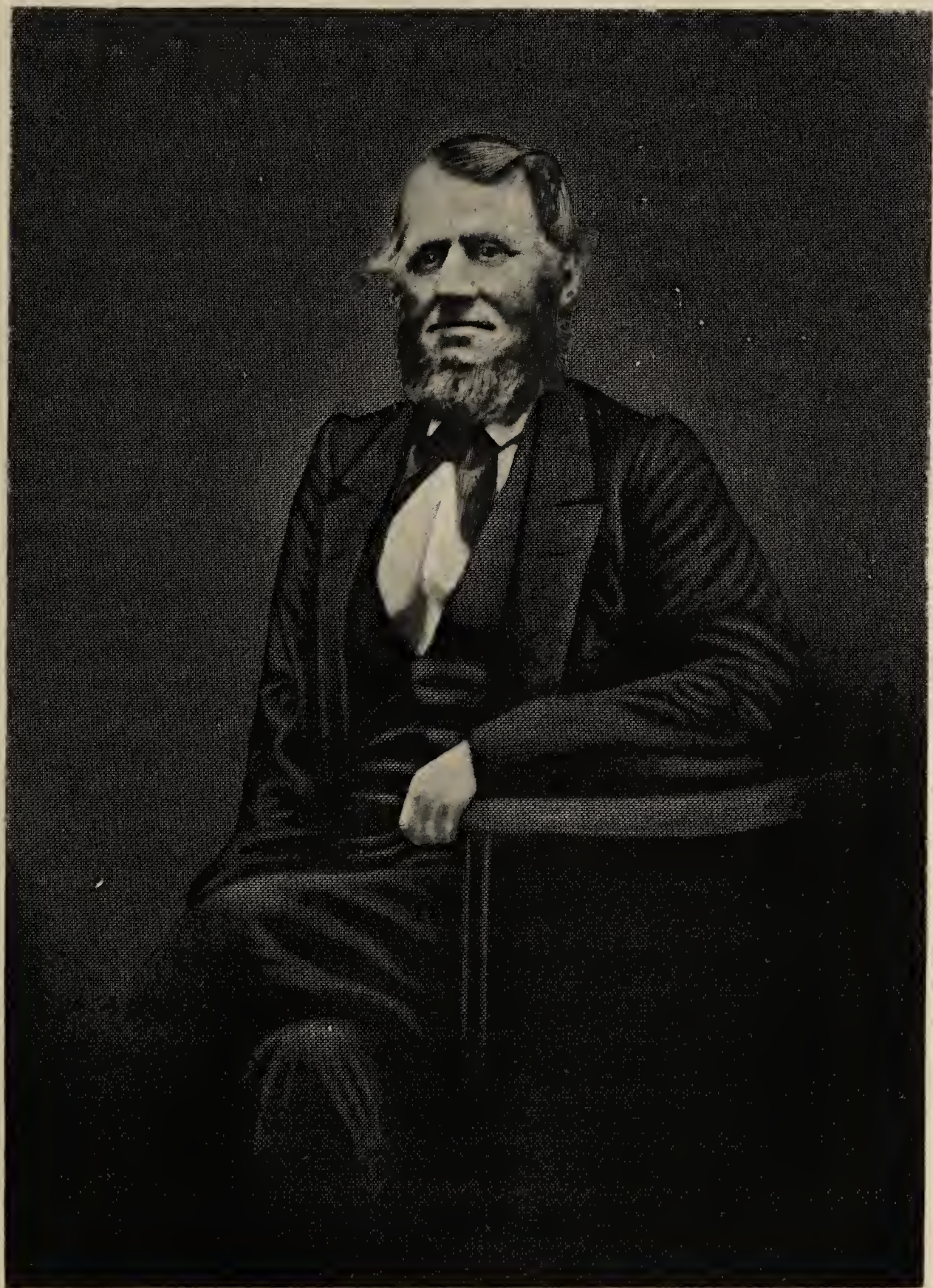
GENERAL JOHN FITCH, HIS GRANDSON, CAPTAIN JOHN LATHROP FITCH OF BRIDGEPORT, CONN.; FRANCIS EMORY FITCH AND HIS SON, JOHN KNOWLES FITCH, BOTH OF NEW YORK; THOMAS FITCH OF SYRACUSE, N. Y.; HON. CHARLES ELLIOTT FITCH, AUTHOR, OF ROCHESTER, N. Y.

In this chapter are presented brief sketches of four generations of Fitches.

GEN. JOHN FITCH (General John,⁵ Benjamin,⁴ Dr. Pelatiah,³ Samuel,² Rev. James¹), served as Deputy Commissary General of Issues during the Revolution. In a document signed at Fishkill, Jan. 11, 1779, by John Fitch, Dept. Com.-Gen. of Issues, he names the individuals from Connecticut as "The Issuing Commissaries" in the several issuing stores "under his direction." In the original bond of Eliphalet Lockwood dated Norwalk, July 21, 1778, he binds himself in the sum of \$5,000 to the President of the Continental Congress for faithful observance of trust by General Fitch and his aides. He was appointed May-June, 1777, one of the Issuing Commissaries for the Connecticut troops in the Continental Army. (See Conn. in the War of the Revolution.)

CAPT. JOHN LATHROP FITCH (Capt. John Lathrop,⁷ Dr. John,⁶ General John,⁵ Benjamin,⁴ Dr. Pelatiah,³ Samuel,² Rev. James¹), son of Dr. John Fitch, eminent physician of Clinton, N. Y., and his wife, Sophia (Brockway) Fitch, was born in Clinton, N. Y., on Oct. 12, 1805. He moved to Bridgeport, Conn., in his early manhood where he became engaged in his first business venture in connection with his brother-in-law, the late Col. John Barstow, and a brother of the late P. T. Barnum.

Capt. Fitch was a close and valued friend of the late Alfred Bishop, first president and builder of the New York & New Haven Railroad, and also the Housatonic Railroad of Connecticut.



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Captain John Lathrop Fitch

In the building of these two railroads, Capt. Fitch was used to fill important positions of trust. He was employed to transport large sums of money from New York to Bridgeport, Conn., and vice versa, riding on horseback. This was at times a most hazardous journey. Bishop placed great confidence in Capt. Fitch's resourcefulness in surmounting all obstacles and overcoming every danger. It is noteworthy that Capt. Fitch never failed to come through safely with his precious burden of gold for the payroll and to purchase the necessary supplies and material in New York.

The Housatonic Railroad was authorized by the Legislature of the State of Connecticut to issue bills in the shape of currency as a measure of aid in the construction of the road; but the point was to keep it out as they must make weekly redemptions, and this could only be done by exchanges with friendly parties.

Capt. Fitch was employed to make these exchanges and for quite a period gave his whole time to it, traversing quite a belt of territory in Fairfield and Litchfield Counties in Connecticut and Berkshire County, Mass.

At one time, Capt. Fitch drove the stage coach between Bridgeport and New York.

He was one of the earliest captains of the steamboats which navigated the Long Island Sound between Bridgeport, Conn., and New York, thus being one of the first to demonstrate the practicability of the great invention of his earlier relative, Lieut. John Fitch, inventor of the steamboat.

John Knowles Fitch has in his possession an original letter dated March 20, 1844, written to his grandfather, Capt. John Lathrop Fitch, who was then Captain of the Steamer "Eureka," from Livingston, a member of the firm of Pomeroy & Company's Daily Express, No. 2 Wall Street, New York, which reads as follows:

"Enclosed find a small amount of cash which I deem strictly your due for and in having the Governor's message expressed from Bridgeport to New York, January 2nd last on account of Pomeroy & Co., which please accept with the thanks of your very obedient, Livingston."

A photo of this letter appears in accompanying illustration.

John Knowles Fitch also has a letter written by the late Mr. and Mrs. P. T. Barnum inviting his grandparents, Captain and Mrs. Fitch, to attend a party at the famous Barnum mansion, "Iranistan"

in Bridgeport, Conn. This invitation is very interesting as it is written on stationery headed with an engraving of this wonderful mansion. The invitation closes with, "Dancing begins at 7:30 o'clock." This mansion was burned to the ground on the night of the wedding of Mr. Barnum's daughter.

Capt. Fitch was a faithful member of St. John's Church, Bridgeport, Conn., also Trinity Church, which was founded as a branch of St. John's Church. He was of a very gentle nature and greatly beloved by all who knew him.

Capt. Fitch's health failed in middle life, he thus being unable to continue in any business occupation.

Capt. John Lathrop Fitch married at Bridgeport, Conn., Oct. 17, 1841, Eliza Amelia Worden, who was born in Bridgeport July 30, 1818, daughter of William and Lucy (Mallory) Worden. She was a descendant of Capt. William Worden who owned a large amount of land in Bridgeport and whose home now stands on Fairfield Avenue, one of the oldest houses in Bridgeport. Eliza Worden's ancestor, Lieut. William Worden, was a hero of the War of 1812, and at peril of his life, removed a quantity of gunpowder to a place of safety when the British sailed across Long Island Sound to surprise Bridgeport, thus preventing a disastrous explosion.

FRANCIS EMORY FITCH (Francis Emory,⁸ Capt. John Lathrop,⁷ Dr. John,⁶ General John,⁵ Benjamin,⁴ Dr. Pelatiah,³ Samuel,² Rev. James¹), son of Capt. John Lathrop Fitch and Eliza Amelia (Worden) Fitch of Bridgeport, Conn., was born Sept. 15, 1850, at Bridgeport, Conn.

He began his education at the primary school conducted by Miss Mary A. Worden in Bridgeport, and later entered Strong's Military and Preparatory School, where he was prepared for Yale College. He was ready to enter Yale at fifteen years of age, but was obliged to forego his ambition for a college education, owing to the failing health of his father. He entered the employ of the City National Bank of Bridgeport, Conn., that year.

He rose from the position of bookkeeper to paying teller of the bank. On June 26, 1877, he was married in Bridgeport, Conn., to Cornelia Knowles, daughter of John Knowles, Esq., and Cornelia (Johnson) Knowles, a graduate of Vassar College, in the class of 1873.

At twenty-one years of age he was elected Treasurer of the



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Francis C. Fitch

Town and City of Bridgeport, Conn., on the Democratic ticket. He held this office for a number of years and then was elected Second Selectman of the Town of Bridgeport. He held the office of Selectman until he moved from Bridgeport to New York City in 1881.

Shortly after his marriage, owing to the failing health of his father-in-law, John Knowles, Esq., he resigned his position as teller of The City National Bank and went into partnership with Mr. Knowles under the name of Knowles & Co., conducting a wholesale flour and feed business. He conducted that business until after the death of Mr. Knowles, when he closed out the concern.

With only \$1000 capital, which he borrowed without security, and with no friends to back him, Francis Emory Fitch decided to seek his fortune in New York City.

He purchased an interest in a magazine called "The Dry Goods Bulletin." Not satisfied with the policy of this company, he sold his interest and purchased a small printing plant in New York.

From this small beginning Mr. Fitch developed a corporation, called The Exchange Printing Company. Later he acquired the entire stock of this company and dissolved the corporation. He then continued the business as sole proprietor under the name of Francis E. Fitch at 47 Broad Street, New York City. After his death, the business was again incorporated under the name—Francis Emory Fitch, Inc.,—his son, John Knowles Fitch becoming its president.

This firm specializes in financial printing and has published the stock lists of the New York Stock Exchange for more than forty years (1929.)

In his early years Mr. Fitch was active in the social and political life of Bridgeport, Conn., and also in Trinity Episcopal Church in that city. He lived in Brooklyn, N. Y., from 1880 to 1891, when he purchased the residence at 60 High Street, Passaic, N. J., where he passed the remaining years of his life.

While in his earlier life Mr. Fitch was not especially interested in religious matters; in middle life he became deeply absorbed in the study of the Scriptures under the late Malachi Taylor, a noted Bible teacher, and devoted much time and attention to the publishing of religious literature. His interests outside of his business were connected with furthering the teaching of the Bible by means of books, Bible Conferences, and the distribution of this class of literature. He was the founder of the well known magazine called "The Bible Scholar."

Mr. Fitch was a member of the "Sons of the Revolution," and was also eligible to all of the hereditary patriotic societies in America through many distinguished lines of descent.

A marked element of Mr. Fitch's character was "dependableness." Many who met him for the first time and looked into his keen gray eyes, recognized this and expressed the impression by saying, "Here is a man I could trust if I needed a friend."

A business friend came to his home a few moments after his death and was shocked to hear that he had gone. Putting his face between his two hands, and with tears in his eyes, he said, "I have never seen a man like him and I never expect to see another!"

Nineteen years after his death, a letter was received by a member of his family, saying this: "I see your letterhead is Francis Emory Fitch. My father knew him very well and they used to attend the Fulton Street Prayer meetings together. As a child, I heard my father talk about him and when I was married, his name gave me an idea to name my son, should I ever have one."

It was said by many of his business associates that "Not a word was heard but in praise of his sterling character and business integrity."

He was greatly esteemed by his employes who were present in a body at his funeral and who said, "We have not lost an employer but a father."

The following testimonial was given to Mr. Fitch on the anniversary of his fiftieth birthday by his employes:—

"This greeting your employes tender you with love and respect on the occasion of the fiftieth anniversary of your birthday.

"Gladly we testify to the thoughtful consideration, the constant courtesy, and uniform kindness which have marked and controlled all of your relations with us as our employer.

"We recognize the magnitude of the responsibility which rests upon one who provides steady employment for a large number of men, and often have we become aware of your willingness to forego all profit merely to save your employes from enforced and disastrous idleness.

"Humanity and liberality have been manifested in all your relations with your employes, many of whom have been years in your service. Their esteem for you as a man as well as an employer is a testimonial which no masquerade of virtue could have called forth.

POMEROY & CO'S
NEW-YORK, ALBANY & BUFFALO
DAILY EXPRESS,
OFFICE NO. 2 WALL STREET.

Proprietors:
C. LIVINGSTON, N. York. G. E. POMEROY, Albany.
H. WELLS, Buffalo.

New-York, March 20th 1844

My dear Sir Enclosed please find a small
amount of Cash, which I enclose strictly your due for and
in having the Govt message Express from Bridgeport to my
family to last on a P. & T. morning & evening, which please
accepts with the thanks of your very Obedt Livingston

Capl Fitch
Steamer Eureka
Sailed

PHOTO-COPY OF LETTER TO CAPTAIN JOHN LATHROP FITCH

Commander of the steamer, "Eureka," one of the first steamboats which established regular passenger and freight service on Long Island Sound. Captain Fitch was the grandfather of John Knowles Fitch of Upper Montclair, N. J.



THE SCHOONER YACHT "RHODOS"

Owned (1929) by John Knowles Fitch of Upper Montclair, N. J.

Knowingly we testify that you have brought your conscience into your business, that integrity has been the cornerstone of your success. We rejoice in your merited prosperity and hope for its long continuance."

To Francis Emory Fitch and his wife, Cornelia (Knowles) Fitch were born three children:

MALLORY KNOWLES FITCH, graduate, Stevens Technical Institute, 1900; died at the age of 26, unmarried.

JOHN KNOWLES FITCH, of whom further, graduate of Columbia University, 1902.

MARION FITCH, graduate Vassar College, 1906; died at the age of 33, unmarried.

FITCH ANCESTRY.

FRANCIS EMORY FITCH LINES

(1) REV. MR. JAMES FITCH I and his first wife, Abigail Whitfield.

(2) SAMUEL FITCH, born April 6, 1655, at Saybrook, Conn. (See Norwich Vital Records.) Married November 28, 1678, at Norwich, Conn., to Mary Brewster, daughter of Benjamin Brewster and Ann (Dart) Brewster and great-granddaughter of Elder William Brewster of The Mayflower. All descendants eligible to the Society of Mayflower Descendants. See "Brewster Genealogy" by Emma Brewster Jones, and "The Brewster Book" reprinted in Volume I, No. 1, of "The Mayflower Descendant." The marriage of Samuel Fitch and Mary Brewster is recorded in "The Brewster Book" owned by Cordilla Walker Fitch of Morrisville, Vt., and loaned by him to "The Society of Mayflower Descendants of Massachusetts." The book is on view in the Society's House, 9 Walnut Street, Boston, Mass. Mary (Brewster) Fitch, wife of Samuel Fitch, was born Dec. 10, 1660, at Norwich, Conn. She died ——— at ———.

(3) DR. PELATIAH FITCH, born Feb. 18, 1698, at Preston, Conn. Married (2) Nov. 2, 1726, Elizabeth Choate. She was born ——— at ———. Died 1778, aged 96. She died at residence of her grandson, Col. Asa Fitch of Bozrah, Conn. Dr. Pelatiah Fitch died at Preston, Conn., Feb. 24, 1759.

(4) BENJAMIN FITCH, born Sept. 24, 1727, at Preston, Conn. Married Nov. 10, 1748, at Preston, Conn., to Mrs. Amy Smith of Preston. She died at Lisbon, Conn., in 1795, aged 66. He died at Lisbon, Conn., on May 8, 1763, aged 36. He marched from Norwich in the alarm of August, 1757, for the relief of Fort William Henry and places adjacent in the French and Indian War.

(5) GENERAL JOHN FITCH, born July 2, 1749, at Norwich, Conn. He

was known as Capt. John Fitch. Married March 5, 1772, at Scotland, Conn., to Irene Warner of Windham, Conn. She died Nov. 1, 1817, at Clinton, N. Y., and she was buried in the Fitch family plot in the old cemetery at Syracuse, N. Y. (Lineal descendant of Gov. William Bradford of the Mayflower and Plymouth Colony. Descendants eligible for membership in Society of Mayflower Descendants.) He died Aug. 8, 1840, aged 92, at Clinton, N. Y., and is buried at Syracuse, N. Y.

(6) DR. JOHN FITCH, born March 7, 1775, at Pomfret, Conn. Married October 18, 1802, at ———, Sophia Brockway, who was the daughter of Rev. Thomas Brockway and Eunice (Lathrop) Brockway. (Thos. Brockway died July 5, 1807, aged 63; his wife, Eunice, died Sept. 16, 1823, aged 63. Their daughter, Sophia, was born at Columbia, Conn., Jan. 28, 1781.) Dr. John Fitch died at Clinton, N. Y., on Oct. 23, 1841. Sophia (Brockway) Fitch died at Syracuse, N. Y., Dec. 30, 1870.

Dr. John Fitch and Sophia (Brockway) Fitch had children: (1) Eliza S. Fitch, first wife of Col. John Barstow; (2) Capt. John Lathrop Fitch of Bridgeport, Conn.; (3) Dr. Jared W. Fitch, M. D., of Oneida, N. Y.; (4) Thomas Brockway Fitch of Syracuse, N. Y.; (5) Irene Fitch, second wife of Col. John Barstow; (6) William, M. D., of Greenville, Ill.; (7) Emory W.; (8) Frank E.

(7) CAPT. JOHN LATHROP FITCH, born Oct. 12, 1805, in Clinton, N. Y. Married Oct., 1841, at Bridgeport, Conn., to Eliza Amelia Worden, daughter of Lieut. William Worden, Jr., and Lucy (Mallory) Worden. He died July 8, 1881, at Bridgeport, Conn.

(8) FRANCIS EMORY FITCH, born Sept. 15, 1850, at Bridgeport, Conn. Married June 26, 1877, at Bridgeport, Conn., to Cornelia Knowles, graduate of Vassar College, 1873, daughter of John Knowles, Esq., and Cornelia (Johnson) Knowles.

BREWSTER LINE.—(1) Elder William Brewster, m. Mary Love; (2) Jonathan Brewster, m. Lucretia Oldham; (3) Benjamin Brewster, m. Ann Dart; (4) Mary Brewster, m. Samuel Fitch; (5) Dr. Pelatiah Fitch, m. Elizabeth Choate; (6) Benjamin Fitch, m. Amy Smith; (7) Gen. John Fitch, m. Irene Warner; (8) Dr. John Fitch, m. Sophia Brockway; (9) Capt. John L. Fitch, m. Eliza A. Worden; (10) Francis Emory Fitch.

GOVERNOR WILLIAM BRADFORD LINE.—(1) Gov. William Bradford, m. Alice Carpenter; (2) Dept. Gov. William Bradford, Jr., m. Alice Richards; (3) Hannah Bradford, m. Josiah Ripley; (4) David Ripley, m. Lydia Carey; (5) Irene Ripley, m. Dr. Timothy Warner; (6) Irene Warner, m. Gen. John Fitch; (7) Dr. John Fitch, m. Sophia Brockway; (8) Capt. John L. Fitch, m. Eliza A. Worden; (9) Francis Emory Fitch.

CHOATE LINE.—(1) Robert Choate, m. Mary Williams; (4) Eliza-

beth Choate, m. Pelatiah Fitch; (5) Benjamin Fitch, m. Amy Smith; (6) Gen. John Fitch, m. Irene Warner; (7) Dr. John Fitch, m. Sophia Brockway; (8) Capt. John L. Fitch, m. Eliza A. Worden; (9) Francis Emory Fitch.

HYDE LEE LINE.—(1) Thomas Lee, m. ——— Brown; (2) Jane Lee, m. Samuel Hyde; (3) Elizabeth Hyde, m. Lieut. Richard Lord.

LORD LINE.—(1) Lieut. Richard Lord, m. Elizabeth Hyde; (2) Richard Lord 2nd, m. Elizabeth Lynde; (3) Susanne Lord, m. Elijah Lathrop; (4) Eunice Lathrop, m. Rev. Thomas Brockway; (5) Sophia Brockway, m. Dr. John Fitch; (6) Capt. John L. Fitch, m. Eliza A. Worden; (7) Francis Emory Fitch.

LATHROP LINE.—(1) Rev. John Lathrop; (2) Samuel Lathrop, m. Elizabeth Scudder; (3) Samuel Lathrop, Jr., m. Hannah Adgate; (4) Col. Simon Lathrop, m. Mary Lathrop; (5) Elijah Lathrop, m. Susanne Lord; (6) Eunice Lathrop, m. Rev. Thomas Brockway; (7) Sophia Brockway, m. Dr. John Fitch; (8) Capt. John L. Fitch, m. Eliza A. Worden; (9) Francis Emory Fitch.

LYNDE LINE.—(1) Enoch Lynde, m. Elizabeth Digby; (2) Judge Simon Lynde, m. Hannah Newgate; (3) Nathaniel Lynde, m. Susanna Willoughby; (4) Elizabeth Lynde, m. Judge Richard Lord; (5) Susanna Lord, m. Elijah Lathrop; (6) Eunice Lathrop, m. Rev. Thomas Brockway; (7) Sophia Brockway, m. Dr. John Fitch; (8) Capt. John L. Fitch, m. Eliza A. Worden; (9) Francis Emory Fitch.

HYDE LINE.—(1) William Hyde, m. ———; (2) Samuel Hyde, m. Jane Lee; (3) Elizabeth Hyde, m. Lieut. Richard Lord; (4) Judge Richard Lord, m. Elizabeth Lynde; (5) Susanna Lord, m. Elijah Lathrop; (6) Eunice Lathrop, m. Rev. Thomas Brockway; (7) Sophia Brockway, m. Dr. John Fitch; (8) Capt. John L. Fitch, m. Eliza A. Worden; (9) Francis Emory Fitch.

BROCKWAY LINE.—(1) Wolston Brockway, m. Hannah Dridges; (2) William Brockway, m. Elizabeth ———; (3) William Brockway 2nd, m. Prudence Pratt; (4) Capt. William Brockway, m. Hannah Clark; (5) Rev. Thomas Brockway, m. Eunice Lathrop; (6) Sophia Brockway, m. Dr. John Fitch; (7) Capt. John L. Fitch, m. Eliza A. Worden; (8) Francis Emory Fitch.

BURR AND WARD LINE.—(1) Jehu Burr, m. Blanche Stedman; (2) Nathaniel Burr, m. Sarah Ward.

WARD LINE.—(1) Andrew Ward, m. Esther Sherman; (2) Sarah Ward, m. Nathaniel Burr; (3) Abigail Burr, m. Lieut. John Wheeler; (4) Judith Ann Wheeler, m. Samuel Odell, Jr.; (5) Anna Odell, m. Capt.

William Worden; (6) Lieut. William Worden, Jr., m. Dorcas Cook; (7) William Worden 3rd, m. Lucy Mallory; (8) Eliza A. Worden, m. Capt. John L. Fitch; (9) Francis Emory Fitch.

PRUDDEN LINE.—(1) Rev. Peter Prudden, m. Joanna Boyse; (2) Abigail Prudden, m. Joseph Walker.

WALKER LINE.—(1) Robert Walker, m. Sarah ———; (2) Joseph Walker, m. Abigail Prudden; (3) Johanna Walker, m. Samuel Odell; (4) Capt. Samuel Odell, Jr., m. Judith Ann Wheeler; (5) Anna Odell, m. Capt. William Worden; (6) Lieut. William Worden, m. Dorcas Cooke; (7) William Worden 3rd, m. Lucy Mallory; (8) Eliza A. Worden, m. Capt. John L. Fitch; (9) Francis Emory Fitch.

WHEELER LINE.—(1) Thomas Wheeler, m. Ann Seebrook; (2) John Wheeler, m. Elizabeth; (3) Lieut. John Wheeler, m. Abigail Burr; (4) Judith Ann Wheeler, m. Samuel Odell, Jr.; (5) Anna Odell, m. Capt. William Worden; (6) Lieut. William Worden, m. Dorcas Cook; (7) William Worden 3rd, m. Lucy Mallory; (8) Eliza A. Worden, m. Capt. John L. Fitch; (9) Francis Emory Fitch.

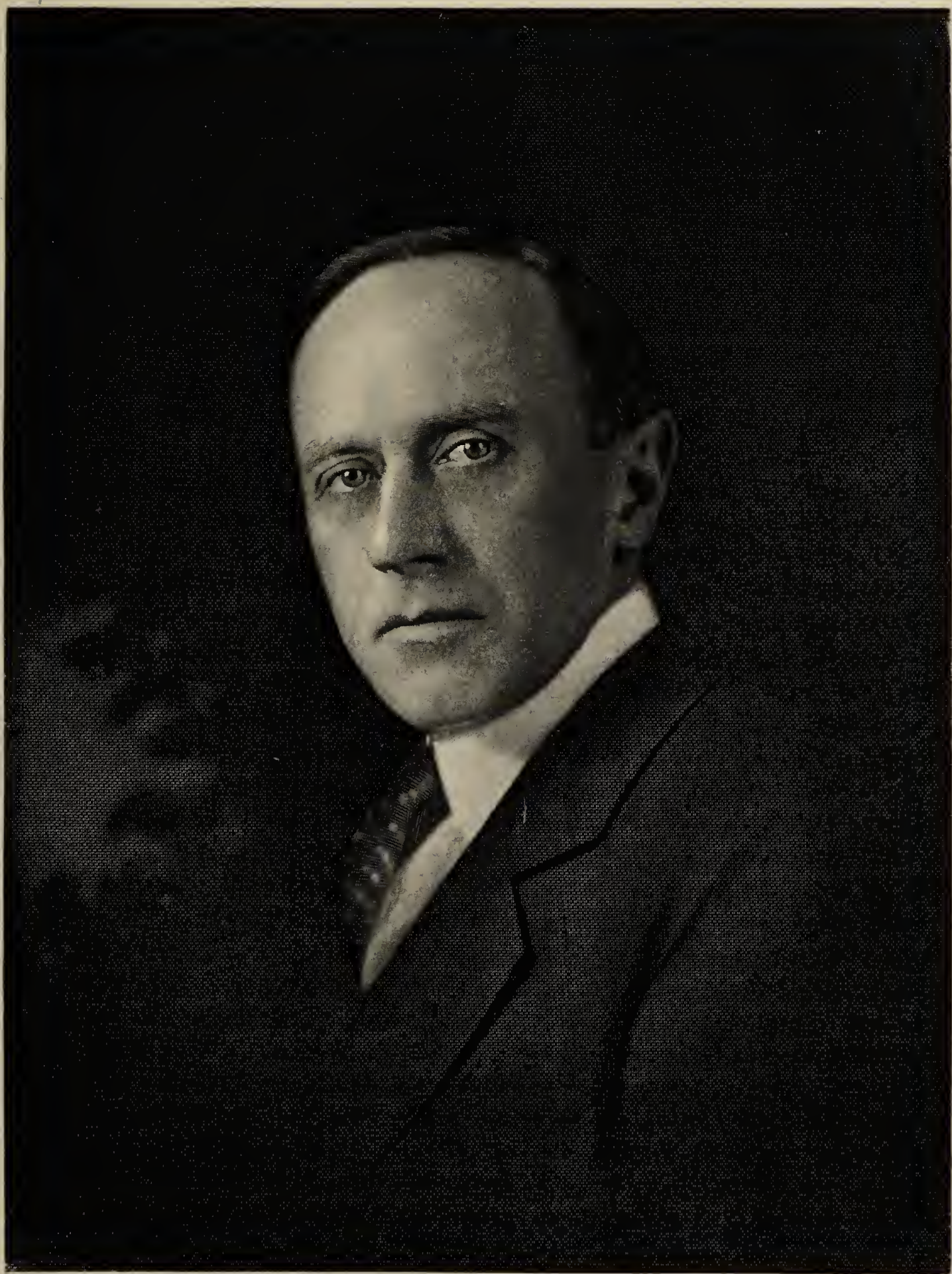
ODELL LINE.—(1) William Odell; (2) John Odell, m. Mary; (3) Samuel Odell, m. Johanna Walker; (4) Captain Samuel Odell, m. Judith Ann Wheeler; (5) Anna Odell, m. Captain William Worden; (6) Lieut. William Worden, Jr., m. Dorcas Cooke; (7) William Worden 3rd, m. Lucy Mallory; (8) Eliza A. Worden, m. Captain John L. Fitch; (9) Francis Emory Fitch.

COOKE LINE.—(1) Thomas Cooke, m. Elizabeth; (2) Thomas Cooke, Jr., m. Sarah Mason; (3) Rev. Samuel Cooke, m. Anne Trowbridge; (4) John Cooke, m. Martha Boothe; (5) Dorcas Cooke, m. Lieut. William Worden; (6) William Worden 3d, m. Lucy Mallory; (7) Eliza A. Worden, m. Captain John L. Fitch; (8) Francis Emory Fitch.

WORDEN LINE.—(1) Thomas Worden, m. Jemima; (2) Capt. William Worden, m. Anna Odell; (3) Lieut. William Worden, Jr., m. Dorcas Cooke; (4) William Worden 3rd, m. Lucy Mallory; (5) Eliza A. Worden, m. Capt. John L. Fitch; (6) Francis Emory Fitch.

MALLORY LINE.—(1) Jonathan Mallory, m. Elizabeth Adams; (2) Jonathan Mallory 2nd, m. Ann Cora; (3) Lucy Mallory, m. William Worden; (4) Eliza A. Worden, m. Capt. John L. Fitch; (5) Francis Emory Fitch.

JOHN KNOWLES FITCH (John Knowles,⁹ Francis Emory,⁸ Capt. John Lathrop,⁷ Dr. John,⁶ General John,⁵ Benjamin,⁴ Dr. Pelatiah,³ Samuel,² Rev. James¹), son of Francis Emory and Cornelia (Knowles) Fitch, was born at Bridgeport, Conn., on February 15,



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John R. Fitch

1880. When but a mere child, his parents removed to Brooklyn, N. Y., where they resided until 1891. They then removed to Passaic, N. J..

Mr. Fitch married there on June 15, 1905, Lilian L. Whitehead, daughter of the Rev. M. J. H. Whitehead, pastor of the North Reformed Church of Passaic. Mr. Fitch resided in Passaic for several years, and then, with his family, he took up his residence in Upper Montclair, N. J., which is his home (1929.)

Mr. Fitch attended the Friends School in Brooklyn, N. Y., and later the Public school of Passaic. He was prepared for college mainly by private tutors, and entered the academic course at Columbia University in June, 1902.

Shortly after his graduation, he purchased an old and well-known florist establishment located on Broadway and Twenty-second Street in New York City. Not satisfied with mere commercial occupation, he continued to improve his keen mind, by taking up various correspondence courses—the first of these being the art of advertising. This has proven to be very useful in his business life, now that he holds directorships in a number of large corporations engaged in diversified enterprises. This was followed by a variety of studies, all becoming most valuable in later life.

The leading credit agency of the financial district had the following to say regarding Mr. Fitch. "Beside being well known, Mr. Fitch is the guiding genius of one of Wall Street's most successful firms."

Following the death of his elder brother, Mallory Knowles Fitch, Mr. Fitch sold his florist business and associated himself with his father in the printing business of Francis E. Fitch at 47 Broad Street, New York City. His father, Francis Emory Fitch, died in 1910. After his death, the business which had been conducted by him as sole proprietor, was incorporated under the name of Francis Emory Fitch, Inc., now located in the Fitch Building at 138 Pearl Street, near the corner of Wall Street, New York City.

Upon the incorporation of this company, John Knowles Fitch became its president and holds that office at the present time (1929). Some years after his father's death, while still directing the extensive business of Francis Emory Fitch, Inc., Mr. Fitch organized a distinct and separate corporation named The Fitch Publishing Co., Inc., of which he is president. The main offices of this company which has

branches in all of the larger cities of the United States, are also located in the Fitch Building, 138 Pearl Street, New York City.

The Fitch Publishing Co., Inc., is engaged in publishing the internationally known Fitch Financial Services prepared by the Fitch staff of expert financial statisticians for banks, brokers and investors. Among the many well known publications which are universally recognized under the trade name "It's Dependable" are the "Fitch Bond Book," the "Fitch Stock and Bond Manual," also several other services furnishing daily and weekly statistics on the New York Stock Exchange and the American and Canadian corporation security field.

He is also a director and treasurer of the C. R. C. Law List Company, a director of the Westchester Bond and Mortgage Company as well as serving as a director of several other large American corporations.

Mr. Fitch has recently been elected national president of the Alumni Federation of Columbia University. His first interest in Columbia affairs was during the World War, when he was the prime mover in arousing interest among his classmates in raising the necessary funds to purchase and equip an ambulance to be sent to France for the soldiers, as a gift of the class of 1902 of Columbia University.

From that time on, he has been active in a variety of Alumni groups. He has held the office of President of the New Jersey State Alumni Association of Columbia University several times. He has been chairman of committees planning various celebrations and occasions, all evidences of his executive ability and popularity. This latest honor which has been conferred upon him was tendered to him as a testimonial of appreciation of his services to Columbia and the Alumni Federation.

True to the traditions of the Fitch family, he is a generous supporter of Christian and educational causes, giving freely of both his substance and his time.

Mr. Fitch's hobbies are yachting and golfing. His first experience with the "sea" was when, with his late brother, Mallory, he built a canvas canoe in the cellar of his home in Passaic, N. J. There was as much excitement and interest aroused when that little craft was launched in the Passaic river as when the great Leviathan slid into the water. The boat proved seaworthy.

His ambitions as a yachtsman were realized when in the summer



JOHN KNOWLES FITCH OF UPPER MONTCLAIR, N. J.
An informal snapshot taken during his Labrador cruise aboard his yacht, the
"Bavois," in the summer of 1927



THE "BAVOIS"

Under full sail enroute for Labrador where John Knowles Fitch visited the famous
Missions of Sir Wilfred Grenfell

of 1927 he sailed on his yacht "Bavois" with a party of guests to the coast of Labrador to visit the scenes made famous by the services rendered the fishermen and natives by Sir Wilfred Grenfell. He and his party were the guests of Sir Wilfred at the Grenfell Missions in Labrador.

Mr. Fitch at present is the owner of the schooner-rigged pleasure yacht, "Rhodos." Mr. Fitch delights in sharing the pleasure of his yacht with his friends in many cruises along the Atlantic seaboard.

Mr. Fitch is a member of the following clubs: Rock Springs Country Club, Essex County, N. J.; Larchmont Yacht Club, Larchmont, N. Y.; Columbia University Club, New York, N. Y.; Upper Montclair Country Club, Montclair, N. J.

He is a member of the Society of Colonial Governors by descent from Governor William Bradford of the "Mayflower" and is eligible to the Society of Mayflower Descendants, Founders and Patriots, Society of Colonial Wars, Sons of the Revolution, and Sons of the War of 1812.

Mr. Fitch's children are John Knowles Fitch, Jr., born April 17, 1906, graduate of Wheaton College, Wheaton, Ill., class of 1928; Marjorie Fitch, born April 9, 1907, Columbia University, 1930; Muriel Fitch, born April 9, 1907, Wheaton College, Norton, Mass., 1930.

JOHN KNOWLES FITCH LINES
(See Francis Emory Fitch Lines)

JOHN KNOWLES FITCH LINES (ADDITIONAL).
(Through his Mother, Cornelia (Knowles) Fitch)

FITCH LINE.—(1) Rev. James Fitch, m. Abigail Whitfield; (2) Samuel Fitch, m. Mary Brewster; (3) Pelatiah Fitch, m. Elizabeth Choate; (4) Benjamin Fitch, m. Amy Smith; (5) Capt. John Fitch, m. Irene Warner; (6) Dr. John Fitch, m. Sophia Brockway; (7) Capt. John L. Fitch, m. Eliza A. Worden; (8) Francis E. Fitch, m. Cornelia Knowles; (9) John Knowles Fitch, m. Lilian L. Whitehead; have children, John Knowles Fitch, Jr., and twin daughters, Marjorie and Muriel.

JOHNSON LINE.—(1) Jeremiah Johnson, m. Sarah ———; (2) Ebenezer Johnson, m. Hanah ———; (3) Icabod Johnson, m. Elizabeth; (4) John Johnson, m. Sarah ———; (5) Elias Johnson, m. Hepsy Judson; (6) Cornelia Johnson, m. John Knowles; (7) Cornelia Knowles, m. Francis E. Fitch; (8) John Knowles Fitch.

JUDSON LINES.—(1) Ezekial Judson, m. ———; (2) Stiles Judson, m. Aner Bassett; (3) Hepsy Judson, m. Elias Johnson; (4) Cornelia

Johnson, m. John Knowles; (5) Cornelia Knowles, m. Francis E. Fitch; (6) John Knowles Fitch.

BASSETT LINE.—(1) John Bassett, m. Margery ———; (2) Robert Bassett, the drummer, m. ———; (3) Robert Bassett 2nd, m. Elizabeth Riggs; (4) Jonadab Bassett, m. Mary Phiffney; (5) Benjamin Bassett, m. Deborah Edwards; (6) John Bassett, m. Hepzibah ———; (7) Aner Bassett, m. Capt. Stiles Judson; (8) Hepsy Judson, m. Elias Johnson; (9) Cornelia Johnson, m. John Knowles; (10) Cornelia Knowles, m. Francis E. Fitch; (11) John Knowles Fitch.

BALDWIN LINE.—(1) Richard Baldwin, m. Ellen; (2) Henry Baldwin, m. Alice King; (3) Sylvester Baldwin, m. Jane Wells; (4) Sylvester Baldwin, Jr., m. Sarah; (5) Richard Baldwin, m. Elizabeth Alsop; (6) Sarah Baldwin, m. Samuel Riggs; (7) Elizabeth Riggs, m. Robert Bassett; (8) Jonadab Bassett, m. Mary Phiffney; (9) Benjamin Bassett, m. Deborah Edwards; (10) John Bassett, m. Hepzibah; (11) Aner Bassett, m. Stiles Judson; (12) Hepsy Judson, m. Elias Johnson; (13) Cornelia Johnson, m. John Knowles; (14) Cornelia Knowles, m. Francis E. Fitch; (15) John Knowles Fitch.

GATCHELL LINE.—(1) John Gatchell, m. Wybra ———; (2) Jeremiah Gatchell, m. Judith Nicholson; (3) Elisha Gatchell, m. Mary Harris; (4) Jeremiah Gatchell, m. Eunice Dimond; (5) Elizabeth Gatchell, m. John Knowles; (6) John Knowles, m. Cornelia Johnson; (7) Cornelia Knowles, m. Francis E. Fitch; (8) John Knowles Fitch.

DYMON OR DIMON LINE.—(1) Edward Dimon, m. Rebecca ———; (2) William Dimon, m. Joan ———, 2nd Deliverance Owen; (3) John Dimon, m. Eunice Evans; (4) Eunice Dimon, m. Jeremiah Gatchell; (5) Elizabeth Gatchell, m. John Knowles; (6) John Knowles, Jr., m. Cornelia Johnson; (7) Cornelia Knowles, m. Francis E. Fitch; (8) John Knowles Fitch.

DODGE LINE.—(1) John Dodge; (2) Richard Dodge, m. Edith ———; (3) Lieut. John Dodge, m. Sarah; (4) Ebenezer Dodge, m. Lydia ———; (5) Mary Dodge, m. Nathaniel Evans; (6) Eunice Evans, m. John Dimon; (7) Eunice Dimon, m. Jeremiah Gatchell; (8) Elizabeth Gatchell, m. John Knowles; (9) John Knowles, Jr., m. Cornelia Johnson; (10) Cornelia Knowles, m. Francis E. Fitch; (11) John Knowles Fitch.

HARRIS LINE.—(1) Samuel Harris, m. Hannah ———; (2) Samuel Harris, Jr., m. Elizabeth Westlake; (3) Mary Harris, m. Elisha Gatchell; (4) Jeremiah Gatchell, m. Eunice Dimond; (5) Elizabeth Gatchell, m. John Knowles; (6) John Knowles, Jr., m. Cornelia Johnson; (7) Cornelia Knowles, m. Francis E. Fitch; (9) John Knowles Fitch.

WESTLAKE LINE.—(1) John Westlake, m. Elizabeth Nicholson; (2) Elizabeth Westlake, m. Samuel Harris; (3) Mary Harris, m. Elisha Gathell; (4) Jeremiah Gathell, m. Eunice Dimond; (5) Elizabeth Gathell, m. John Knowles; (6) John Knowles, Jr., m. Cornelia Johnson; (7) Cornelia Knowles, m. Francis E. Fitch; (8) John Knowles Fitch.

THOMAS BROCKWAY FITCH (Thomas Brockway,⁷ Dr. John,⁶ General John,⁵ Benjamin,⁴ Dr. Pelatiah,³ Samuel,² Rev. James¹), was born in the town of Kirkland, near the village of Clinton, Oneida County, New York, December 3, 1810. His father, Dr. John Fitch, M. D., was a very successful medical practitioner for forty years in Oneida County. Dr. John Fitch's wife was the daughter of the Rev. Thomas Brockway of Columbia, Conn.

When eleven years of age, Mr. Fitch entered the drug store of J. E. Warner of Utica, N. Y., where he remained as a clerk for nine years. In 1830 he removed to Syracuse, New York, and established himself as a druggist in the "Green Drug Store." Soon after he associated with himself, Captain Hiram Putnam. The firm name was T. B. Fitch & Co. They sold out to Dillaye & Co. in 1846.

Mr. Fitch was largely instrumental in forming the Mechanics Bank (afterwards the Mechanics National Bank) of which he was alternately president and cashier down to the day of his death.

He was one of the founders and a trustee of the Syracuse Savings Bank; one of the original promoters, and a director, and for some time president of the Syracuse and Binghampton Railroad Co.; counselor of the Home Association; one of the founders and a trustee of Oakwood Cemetery; trustee of the First Presbyterian Church for more than thirty years; for several years a trustee of Syracuse University; director of the Syracuse Gas Light Company; largely interested in, and director of several street railway companies; a member of the firm of Ellis, Wicks & Co., large dealers in leather, and at one period heavy dealers in wool; a member of the firm of Dunn, Salmon & Co., manufacturers and wholesale dealers in boots and shoes; and for a long time was one of the owners of the Fitch and Putnam Tract.

Mr. Fitch was not a politician, but he took great interest in public affairs and contributed greatly to the early development of the village and later, of the city of Syracuse. He was originally a Whig, but became an earnest Republican, and was especially active in promoting the Union cause during the War of the Rebellion.

He was a delegate to the Baltimore Convention which re-nominated Abraham Lincoln for the Presidency. He was public spirited, earnest and active in every enterprise which promised advancement to the city or benefit to the public welfare.

On the 20th of October, 1834, Mr. Fitch married the eldest daughter of Daniel Elliott, Miss Ursula A. Elliott, sister of Charles Loring Elliott, noted artist and portrait painter.

Mr. Fitch died of acute bronchitis after a short illness, August 27, 1879, leaving a widow and five children: Charles Elliott Fitch, of whom further; Eliza A., wife of Judge A. Judd Northrup; Mary Ella (since deceased), wife of Charles S. Symonds of Utica, N. Y.; William Emery Fitch, of whom further; and Miss Jeannette Butler Fitch of Syracuse, N. Y.

CHARLES ELLIOTT FITCH (Charles Elliott⁸ Thomas Brockway,⁷ Dr. John,⁶ General John,⁵ Benjamin,⁴ Dr. Pelatiah,³ Samuel,² Rev. James¹), born Dec. 3, 1835, at Syracuse, N. Y., married there, July 21, 1870, Louise (Lawrence) Smith of Syracuse, born there, July 22, 1846.

Charles E. Fitch was graduated from Williams College, with degree B. A., 1855; received Union University degree LL.B., 1857, Syracuse University degree A. M., 1875, and Hamilton College degree LL. D., 1895.

Mr. Fitch was admitted to the bar in 1857, and practiced law in Syracuse, N. Y., and Newbern, N. C., until 1866. He was editor-in-chief of the Syracuse Daily Standard, 1866-73, and of the Rochester (N. Y.) Democrat and Chronicle, 1873-90, and after 1875 had been editorial contributor to the Rochester Post Express.

He was clerk of Provost Court, Newbern, N. C., 1864-65; a delegate to the Republican National Convention, 1876; supervisor of U. S. Census, 10th N. Y. District, 1880; chairman of Republican State Convention, 1888; U. S. Collector of Internal Revenue, 1890-94; secretary of the Constitutional Convention of N. Y., 1894; State lecturer before the Teachers' Institute, 1895-1900; Regent of University of State of New York, 1877-1904; President of Rochester Historical Society, 1892-93, and served as chief of the Records Division of the New York State Education Department, at Albany, N. Y.

He was the author of numerous orations which have been pub-

lished and editor of several different biographical encyclopedias. He died Jan. 16, 1918.

(3) WILLIAM EMERY FITCH (William Emery,⁸ Thomas Brockway,⁷ Dr. John,⁶ General John,⁵ Benjamin,⁴ Dr. Pelatiah,³ Samuel,² Rev. James¹), born April 25, 1845, at Syracuse, N. Y.; married there Dec. 26, 1865, Sarah Henrietta Reed of Syracuse, N. Y., born at Geneva, N. Y., Dec. 9, 1845. He removed from Syracuse and established his residence in Detroit, Mich. He died Dec. 3, 1905, in Detroit.

Children, (all born at Syracuse, N. Y.):

- (1) THOMAS BROCKWAY FITCH, b. Dec. 27, 1866.
- (2) FRANCIS REED FITCH, b. March 4, 1869. Has always signed his name "Frank R. Fitch." Married June 14, 1893, in Detroit, to Ada Emily Lyke. In 1929 he is President of Charles W. Warren & Co., diamond jewelers, of 1500 Washington Boulevard, Detroit. Res. 1190 Collingwood Ave., Detroit, Mich.
- (3) HOWARD GRAY FITCH, b. Apr. 25, 1871. Died at Syracuse, March 31, 1872.
- (4) MARY URSULA FITCH, b. July 19, 1872. Res. (1929) 90 East Palmer Avenue, Detroit.
- (5) JEANNETTE ELLIOTT FITCH, b. Sept. 2, 1874. Res. (1929) 90 East Palmer Avenue, Detroit.

CHAPTER IX.

HON. ORRAMEL HINCKLEY FITCH OF LEBANON, CONN., AND ASH-TABULA, OHIO, HIS SON, HON. EDWARD HUBBARD FITCH OF OHIO, AND HIS GRANDSONS, WINCHESTER FITCH, ESQ., OF NEW YORK CITY, AND EDWARD HUBBARD FITCH, JR., (1873-1924), AND GRAND-DAUGHTER, ANNETTE FITCH NELSON, AUTHOR, OF JEFFERSON, OHIO.

HON. ORRAMEL HINCKLEY FITCH (Hon. Orramel Hinckley,⁶ Azel,⁵ Capt. Abraham,⁴ Ensign Nathan,³ Capt. Nathaniel,² Rev. James¹), was the only child of Azel and Fanny (Hinckley) Fitch, of Lebanon, Conn. His father was a farmer and merchant, and for many years engaged in the Southern trade. During the War of 1812 he invested largely in the manufacture of woolen goods. The peace of 1815 threw open our markets to foreign merchandise. The English manufacturers flooded the country with their woolens at low prices for the purpose of destroying the American manufactories, then in their infancy. In the crash which followed, Azel Fitch lost nearly all of his property.

His son was born on Jan. 12, 1803, on Goshen Hill, a beautiful spot, surrounded by a farming community, in the town of Lebanon, Conn. This was founded by his ancestor, Rev. James Fitch, from whom both his father and his mother were descended; one from Capt. Nathaniel Fitch, the other from Major James Fitch and his wife, Alice, grand-daughter of Governor Bradford.

Owaneco, the son and successor of Uncas, in acknowledgment of favors received from Rev. James Fitch, granted to him a tract of land five miles in length and one mile in breadth, within the present limits of Lebanon, Conn. A portion of this, comprising the old homestead, was occupied by the family of Orramel Hinckley Fitch for several generations, and was his birthplace.

As a young man Orramel Hinckley Fitch was for some months

an assistant teacher in Masonic Hall Seminary in Richmond, Virginia; was for a short time engaged as teacher of languages in Westfield Academy, Massachusetts, and during one winter as principal of Union Academy, in Windsor, Conn.

In the spring of 1824 he began the study of law, in the office of Augustus Collins, Esq., in Westfield, Mass., where he remained two years. He then went to Norwich, Conn., and entered the law office of the Hon. Calvin Goddard, who was at that time one of the most distinguished lawyers in the state, and continued under his instruction until March 16, 1827. Having passed a satisfactory examination, he was admitted to the bar and licensed to practice in the courts of Connecticut. He had decided not to settle in New England, but to seek his fortune in the West. In May, 1827 he bid adieu to his friends and began his journey in search of a future home in Ohio. He reached Cleveland on the 13th day of May. From there he went to Canton, Stark County, Ohio, where he spent nearly a year. His parents had made arrangements to go West and live with him. They wished him to settle in the northern part of the State, where the manners and customs of the people, who were principally from New England, were similar to their own; and where he was given the management of large tracts of land in the "Western Reserve" held by friends and relatives in Connecticut.

In accordance with their wishes he sought a location near Lake Erie and having received some favorable information respecting Ashtabula, he selected it as his future residence. He went to Ashtabula on the 29th of March, 1828, a perfect stranger, where he continued to reside for the last half-century of his life.

His parents arrived in Ashtabula in the fall of 1829, and resided with him during the remainder of their lives. His mother, who was a woman of true piety and exalted worth, died Oct. 19, 1831. His father survived her for several years, and closed an active, industrious, and virtuous life Sept. 10, 1842.

Hon. Orramel Hinckley Fitch was admitted to the bar of Ohio at Cincinnati, on May 19, 1828, and commenced the practice of law at Ashtabula, which he continued with success for many years. In 1838 he entered into a co-partnership with Mr. M. M. Sawtell, which continued two years. In 1860, his son, Hon. Edward Hubbard Fitch, having graduated at Williams College, and had been admitted to the bar, became associated with him in business. This partnership

continued until Jan. 1863, when by an arrangement with Hon. Horace Wilder who served as judge of the Ohio Supreme Court, to take his place in the firm, he retired entirely from the practice of law.

In the fall of 1828, Hon. Orramel Hinckley Fitch was engaged by H. Lowry to write the editorials for his paper, the "Western Journal." For about two years he wrote the editorials for this paper but his name was not made public, and his connection with the paper was unknown, even to his friends. He was afterwards, for about five years, editor of the "Ashtabula Sentinel." Later this was sold to Hon. William Cooper Howells, father of the famous author, William Dean Howells, who edited his father's "Recollections."

In 1835, he was married to Miss Catharine M. Hubbard, only daughter of Col. William Hubbard, who had recently removed to Ashtabula from Holland Patent, New York, and who served at Sackett's Harbor in the War of 1812. She died on Nov. 29, 1859. Her uncle, Col. Nehemiah Hubbard of Middletown, Conn., a distinguished officer in the Revolution, owned the townships of Ashtabula and Hubbard in Ohio.

In 1832 he was elected Justice of the Peace, which, by successive elections, he held for nine years. Very few of the many decisions rendered by him during this period were reversed by the higher courts.

In 1837, and again in 1838, he was elected to represent Ashtabula County in the Ohio State Legislature. At the close of his second term he declined a re-election.

During the years 1841 and 1842 he was Prosecuting Attorney for Ashtabula County. In politics he was an old-line Whig, and after the dissolution of that party, was an adherent of the Republican party. Although for some years he had not taken an active part in politics, his advice was often solicited, and his influence was strongly felt.

He was never an office-seeker. Residing during his youth in a community where it was neither popular nor respectable for a candidate to flaunt his claims or his fitness for office before the people, he never electioneered for himself, nor was he ever present at a political nominating convention when he was a candidate for office. He was closely associated with Hon. Joshua R. Giddings, M. C., and Hon. Benjamin F. Wade, United States Senator, whose wife was a cousin of Mrs. Fitch.



HON. ORRAMEL HINCKLEY FITCH (1803 - 1882), CATHERINE MARIA HUBBARD, HIS WIFE, THEIR SON, HON. EDWARD HUBBARD FITCH (1837-1897), AND THEIR DAUGHTER, FANNIE CATHERINE FITCH, SUBSEQUENTLY MRS. MARSHALL HARRISON HASKELL

(From a daguerreotype about 1850 owned by Winchester Fitch, Esq., of New York City, grandson of Hon. Orramel Hinckley Fitch)



“THE FAITH OF OUR FATHERS”

Mrs. Annette Fitch Nelson, author, of Jefferson, Ohio, daughter of Hon. Edward Hubbard Fitch I., is seen standing on the steps of the old Church in Lebanon, Conn., where many generations of Fitches attended services

Always feeling a deep interest in the prosperity of Ashtabula, he was for many years one of the most active and efficient supporters of every measure which was calculated to benefit its people. He organized the first circulating library, the books being kept in his office.

In 1848 he aided in the organization of the Farmer's Bank of Ashtabula. He was elected a member of its first board of directors, and the following year was elected its president. This office he held in that bank and in its successor, the Farmer's National Bank, until his death. He was succeeded by Hon. Henry Parsons, grandson of General Samuel Holden Parsons of Revolutionary fame.

In 1861 he was appointed by Hon. Salmon P. Chase, Secretary of the Treasury, as agent of the U. S. Government for obtaining subscriptions to the National Loan authorized by Congress in that year. He was one of the honorary pall-bearers on the funeral train of President Lincoln on its progress from Erie to Cleveland, 19 April 1865.

Fond of natural history and scientific research, in 1854 he became a member of the American Association for the Advancement of Science. He usually attended its annual meetings, and was a Fellow of that Society at the time of his death. Devoting a portion of his leisure hours to scientific pursuits, he collected, mainly, however by the aid of his cousin Alexander Fitch of New York City, a small but valuable collection of minerals, fossils, shells, and corals, which furnished him many hours of quiet enjoyment. This was given to Lake Erie College at Painesville, Ohio. Mr. Fitch was prominent in securing the establishment of this institution and was a member of its first Board of Trustees, an office which he continued to hold until his death.

Mr. Fitch was greatly interested in the history and welfare of Ashtabula County. He rendered timely and effective aid in the perfecting of those two important public highways of the county, the Plank road and the Erie road. He collected the data and wrote much of the general history of Ashtabula County, being assisted by G. Williams. This was published in 1878.

At the time of his death, he was president of the Ashtabula County Pioneer Association.

Taught in early childhood, by a pious mother, the great truths of Divine revelation, those teachings were never forgotten, and no doubt had an important influence upon his whole future life. In

1836 he united with the Presbyterian Church in Ashtabula, and for many years was a ruling Elder in that church. He died Sept. 17, 1882.

HON. EDWARD HUBBARD FITCH (Hon. Edward Hubbard,⁷ Hon. Orramel Hinckley,⁶ Azel,⁵ Capt. Abraham,⁴ Ensign Nathan,³ Capt. Nathaniel,² Rev. James¹), was born at Ashtabula, Ohio, May 27, 1837, the only son of Hon. Orramel Hinckley and Catharine M. (Hubbard) Fitch. At the age of fourteen years he was sent to the St. Catharines Grammar School, at St. Catharines, Canada, where he remained three years. He was a member there of the family of his uncle, William F. Hubbard (Yale 1829), then the principal of that school.

There he fitted for college, and in the fall of 1854 entered Williams College, at Williamstown, Mass., of which his relative, Dr. Ebenezer Fitch was the first president. He graduated from that college in the class of 1858, receiving the degree of A. B., and in 1861 that of A. M. Mr. Fitch devoted himself to those branches of study which would have a tendency to aid him in the practical duties of life, and in the practise of his profession. He deeply appreciated the lectures of President Mark Hopkins, whose influence on his life was very great.

He was a member of the Delta Kappa Epsilon fraternity, the Philogian Literary Society, and the Lyceum of Natural History. He was president of the Lyceum, and orator at the Adelphic Union exhibition in 1858, and had an appointment at commencement. During his college days, and during the life-time of President James A. Garfield (Williams 1856), they were close friends.

Mr. Fitch studied law with his father, and was admitted to the bar in 1860. He was a partner of his father, and subsequently with Judge Horace Wilder, Judge L. S. Sherman, and Hon. S. A. Northway, M. C. On May 24, 1867, Mr. Fitch was admitted to practice in the Circuit Court of the United States in and for the northern district of Ohio. On April 22, 1870, he was admitted to practice in the Supreme Court of the United States.

He was elected Justice of the Peace in 1863, 1868, and 1871, and in 1865 was elected Prosecuting Attorney of Ashtabula County for two years from Jan. 1, 1866. He was elected a member of the House of Representatives in the Fifty-Ninth General Assembly of the State of Ohio in 1869, and in the sessions of that Assembly



Edward H. Fitch

HON. EDWARD HUBBARD FITCH I (1837-1897)
of Ohio



Edward H. Fitch Jr.

EDWARD HUBBARD FITCH II (1873-1924)
of Hudson, Ohio

served on the Judiciary committee, on Foreign Relations, and on Public Buildings. He was also on the special committee on the bill to establish the Ohio Soldiers' and Sailors' Orphans Home, and the original fourth section of that act was drawn by him. It was adopted as a compromise to secure the Xenia, Ohio home. Mr. Fitch was also for nine years Recorder and member of the Council of the village of Ashtabula.

On Oct. 17, 1870, Mr. Fitch was appointed by Governor R. B. Hayes, a delegate from the Nineteenth Congressional district to the National Capital Convention at Cincinnati, O.

In 1892, Mr. Fitch read an exhaustive paper before the Ohio State Bar Association on the Torrens System of Registration of Land Titles, which was published. In May, 1893, Governor William McKinley (later President McKinley) appointed a commission to formulate a law for Ohio in accordance with this system. Mr. Fitch was made chairman of this commission. He devoted considerable time to scientific research and after 1857, was like his father, a member and later a Fellow, of the American Association for the Advancement of Science.

From General Garfield's first entrance into politics, Mr. Fitch was one of his staunchest supporters, having known him at college. When in 1865, General Garfield faced a frowning convention at Warren, Ohio, the excitement of the Wade-Davis manifesto being at its height, Mr. Fitch rendered him incalculable service in securing his re-nomination to Congress. This incident is referred to in Riddle's "Life of Garfield," pages 77 and 108, where Mr. Fitch was referred to as "a spirited young delegate from Ashtabula."

After 1873 Mr. Fitch attentively and zealously pursued the practice of his profession, and took no active part in politics. He believed that the rewards of an active, earnest, and faithful attention to his profession were more sure and of a more permanent nature than can be reached by an aspirant to office, however successful.

During all the years of his residence in Ashtabula, Mr. Fitch was a prominent and active worker in all matters tending to promote the interests and welfare of Ashtabula County, and was deeply interested in its prosperity. He spent much time, and never withheld his pecuniary aid, in laboring to secure railroad facilities, manufacturing enterprises, and the development of the Lake Erie ports.

His tribute to "Mark Hopkins, President of Williams College, 1896," was privately published by his family.

In the later years of his life he removed to Jefferson, Ohio, where he continued the practice of law with marked success.

In 1896 at the celebration of the Centennial of the Western Reserve, he was asked to read the Historical Address. He prepared an extremely valuable history, based on much original research as to the Indians, the Indian place-names, and the men and women who founded the new Connecticut in Ohio.

This celebration was at Conneaut, Ohio, and was attended by a great audience, including the Governor of Ohio, Hon. Asa S. Bushnell, and many dignitaries, military and civic bodies. He was also the orator at the celebration at Collamer church near Cleveland, Ohio.

• He was a member of the Sons of the American Revolution, the Cleveland Humane Society, and the New England Society of Cleveland.

He married Oct. 27, 1863, Alta Deirexa Winchester, daughter of Philander and Elizabeth (Gilman) Winchester of Columbus, Ohio, and granddaughter of Mrs. Joseph Cowles of Austinburg, Ohio, and a descendant of Elder Brewster and Gov. Dudley. Eight children were born of this union, as follows:

Catherine Hubbard, born in Ashtabula, Feb. 15, 1865, died in 1872; Winchester Fitch, of whom further; Annette, born Jan. 31, 1870, of whom further; Elizabeth Gilman, born Jan. 1872, died 1880; Edward Hubbard Fitch, Jr., was born in Ashtabula, March 31, 1873, of whom further; Alta, was born in Ashtabula, July 25, 1876, and attended Huntsville College at Huntsville, Alabama; married Howard Lyman Ingersoll, 300 Park Ave., New York City; Flora C. was born in Ashtabula, Aug. 6, 1879; married Hon. Samuel Edmunds Kramer of Cleveland, Judge of the Common Pleas Court; Charles Gilman, born in Jefferson, Ohio, 1881, died March, 1886. (See New York Genealogical and Biographical Society Register of Pedigrees, Vol. 1; MacKenzie's "Colonial Families," Vol. III.)

Hon. Edward Hubbard Fitch died Sept. 7, 1897, at Conneaut, Ashtabula County, Ohio. (See American Bar Association Report, 1898; Biographical History of Northeastern Ohio Embracing the Counties of Ashtabula, Geauga and Lake, published by the Lewis Publishing Company of Chicago in 1893; "History of the Republican Party of Ohio;" "History of the Bench and Bar of Ohio.")



Eng by E.G. Williams & Bro. N.Y.

Winchester Filoh

WINCHESTER FITCH, ESQ. (Winchester,⁸ Hon. Edward Hubbard,⁷ Hon. Orramel Hinckley,⁶ Azel,⁵ Capt. Abraham,⁴ Ensign Nathan,³ Capt. Nathaniel,² Rev. James¹), was born Nov. 21, 1867 in Ashtabula, Ohio. He was graduated with degree B. L. from Cornell University in 1888, and was a member of the Delta Kappa Epsilon fraternity, of which his father was a member at Williams College.

After graduating from college he went to Chicago, and there contributed to newspapers and magazines. He was a member of the Twentieth Century Club, the Chicago Press Club, and in 1891, was vice-president of the Northwestern Cornell Alumni Association.

In 1892 he purchased an interest in the Geneva (Ohio) Times. He became editor of this publication, which was established in 1866 by the late Warren Spencer, and which had always been popular and influential throughout the district. He was appointed on the Board of School Examiners of Ashtabula County, Ohio, in 1892.

He was married June 30, 1897, by the Rt. Rev. William M. Brown, Bishop of Arkansas, at Unionville, Lake County, Ohio, to Florence Lynette Hopper, daughter of George Henry and Harriett (Ganson) Hopper of New York City. She was born June 21, 1876, at Cleveland, Ohio. Mr. Hopper was an associate of John D. Rockefeller in the formation of the Standard Oil Company.

Winchester Fitch was admitted to the Ohio Bar, 1894; admitted New York Bar 1898; member of Hudson-Fulton Commission, 1906; Trustee, Lake Erie College; member, New York Society of Mayflower Descendants; member, Ohio Society of Colonial Wars; member, New York Society Founders and Patriots; life member and Registrar of Pedigrees, New York Genealogical and Biographical Society; life member of the Western Reserve Historical Society of Cleveland, Ohio; and life member of the New York Historical Society, New York City.

For more than forty years, Mr. Fitch has taken a keen interest in historical subjects and especially in gathering notes on the Fitch Family in England and America. He published in 1901 a pamphlet entitled "Fitch Papers;" and in 1912 delivered an address entitled "The Founders of America" before the New York Society of the Order of the Founders and Patriots of America." This address won great praise and has been published. His "Throope Family" was published in N. Y. G. & B. Society Record, Vols. XXXVI-XXXVII. An article Mr. Fitch wrote on Lieut. John Fitch, Inventor of the

Steamboat, was published in the Annual Report of the American Scenic and Historic Preservation Society, N. Y., for 1906. Mr. Fitch has written many other articles on historic and genealogical subjects, which have been published, and he is known as one of the foremost non-professional genealogical authorities in America, being quoted in Frost's "Winthrop-Babcock Ancestry," and other books.

In his many trips abroad, Mr. Fitch has visited all of the historic places of Fitch interest in England, and has spent a considerable sum in securing transcripts of wills and other documents from original sources. He has prepared a book of notes on the Fitch, Reeve and Whitfield Families in England which he may publish at a later date when he has completed his very thorough researches.

In recognition of his services in promoting an interest in their genealogy on the part of members of the Fitch family, Mr. Fitch was elected the first President of The Fitch Family Association at the charter meeting held Dec. 4, 1928, in the Fitch Building, 138 Pearl Street, New York City, which office he now holds.

The writer, Mr. Roscoe Conkling Fitch, is greatly indebted to Mr. Winchester Fitch for his very generous co-operation throughout the preparation of this book.

Mr. and Mrs. Winchester Fitch reside at 1040 Park Avenue, New York City, "Hillbrook," beautiful summer estate at Greenwich, Conn., and "Riomar," Vero Beach, Florida.

The children of Winchester and Florence (Hopper) Fitch are:

I. Alta Jane Fitch, wife of Horace Leslie Hotchkiss III of New York and Greenwich, Conn. They have four children, Horace Leslie Hotchkiss IV, Florence Lynette, Jane Taylor, and Winchester Fitch Hotchkiss.

II. Katherine Elizabeth Fitch, wife of Elliot Schuyler Phillips of New York and Greenwich, Conn. Their summer home "Quiet Corner," Greenwich, Conn., was the home of the late Clyde Fitch. They have two daughters, Suzanne Knight, and Elizabeth Fitch Phillips.

III. Dorothy Harriet Whitfield Fitch, wife of Randolph Franklin Hall of New York and Rye, N. Y.

IV. George Hopper Fitch, Yale, 1932.

EDWARD HUBBARD FITCH, JR. (Edward Hubbard,⁸ Hon. Edward Hubbard,⁷ Hon. Orramel Hinckley,⁶ Azel,⁵ Capt. Abraham,⁴ Ensign Nathan,³ Capt. Nathaniel,² Rev. James¹), born at Ashtabula,

Ohio, March 31, 1873, was educated at Western Reserve Academy, Hudson, Ohio, Oberlin College, and Cornell University, where he took the degree of LL. B. in 1897. He was a member of the D. K. E. fraternity and was prominent as a football player at each place. He was a member of "teams that never lost a game," his playing was so phenomenal that Walter Camp placed him as a star in the "All America Team."

With the same spirit and success, he began his business life as district manager of the Standard Oil Company at Akron, O. A few years later he became vice-president and general manager of the Diamond Rubber Company with offices on Broad Street, Philadelphia; but after the consolidation of that company with the Goodrich Rubber Company, he was promoted to a position at the head offices in Akron, Ohio.

While in Philadelphia, he resided on a beautiful estate at Huntington Valley, where he was a prominent member of the Hunt Club.

He was instrumental in founding a prosperous Episcopal church in an old abandoned meeting-house which stood opposite his home. This he offered to Bishop Rhinelander with a choir, already formed, and "a guaranteed congregation."

On his return to Ohio he bought the beautiful Chamberlain homestead in Hudson, Ohio, adjoining the magnificent estate of the late James W. Ellsworth of New York, and the Villa Palmieri at Florence.

In 1922 he was made president to re-organize the Republic Rubber Co. at Youngstown, Ohio, and was so successful that it was merged with the Lee Co.

In one of his obituaries it was said:—

"He was a man of deeds, not words, a man of helpful service, not mere sentiment, a man of magnificent physique, of brilliant mind, and jovial ready wit. He was beloved by all who knew him, and his place in the hearts of his friends can never be filled. His business capacity needs no comment, as his twenty-five years of business life speaks for itself."

He married at Akron, Ohio, Bessie, daughter of Mr. William McFarlin, president of the First National Bank of Akron and one of the founders of the great industrial development of that city. Their children were Elnora Fitch, Edward Hubbard Fitch III, who

graduated at Salisbury School, and Williams College (1929), Julianna, and Elizabeth Fitch.

Edward Hubbard Fitch, Jr., died Oct. 20, 1924.

ANNETTE FITCH NELSON (Annette,⁸ Hon. Edward Hubbard,⁷ Hon. Orramel Hinckley,⁶ Azel,⁵ Capt. Abraham,⁴ Ensign Nathan,³ Capt. Nathaniel,² Rev. James¹). She was born Jan. 3, 1870 at Ashtabula, Ohio, daughter of Hon. Edward Hubbard and Alta (Winchester) Fitch. She married on Jan. 31, 1893, Curtis Brewer, Esq., a son of I. C. and Sarah (Morton) Brewer of Roxbury, Mass. They had one son, Curtis Brewer, Jr. She married second, Frederick Nelson of Jefferson, Ohio, and Everett, Washington.

She received her education at the public schools of Ashtabula and Jefferson, Ohio, Miss Middleburger's Private School in Cleveland, Ohio, and Lake Erie College, Painesville, Ohio, from which she graduated in the class of 1890.

Mrs. Nelson is a charter member of the Sandusky, Ohio, Chapter of the D. A. R. She was employed by the Equal Suffrage League of Ohio as a public speaker, also spoke at Farmer's Institutes and Women's clubs. She was successful in securing the passage of a resolution in favor of equal suffrage wherever she spoke. She was the first paid state organizer for equal suffrage in Ohio.

At the Congress of The Mayflower Society at Plymouth, Mass., in 1927, Mrs. Nelson was a delegate from the State of Washington, the only delegate ever present from that state. She was asked by the Governor-General, Pierce Monroe, of Providence, R. I., to close the Congress by repeating the Lord's Prayer, the first instance of a woman being called upon to do this.

She is the educational secretary of St. Peter's Church at Ashtabula, Ohio, and the publicity chairman of the W. C. T. U.

Mrs. Nelson is also a member of the Daughters of 1812 through her great-grandfather, Colonel William Hubbard; a charter member of The Mayflower Society of the State of Washington; member of the Eastern Star; of the Delphian Society and of the Protestant Episcopal Church of Ashtabula, Ohio.

Her literary efforts began with writing editorials for the first college paper printed at Lake Erie College. She wrote a complete history of Ashtabula County, Ohio, based on letters left by her grandfather, Hon. Orramel Hinckley Fitch. This was published in install-

ments during one year in the "Jefferson, (Ohio) Gazette." She is a member of the National League of American Pen-Women and of the "Ladies Literary Class" of Jefferson, Ohio.

She is the author of many newspaper articles, serial stories and poems.

The following is taken from the "Ashtabula Star-Beacon" (Ohio), Sept. 16, 1929: "In 'The Anthology of Contemporary Poets,' which is one of the forthcoming books to appear in the early fall from the press of Stratford company, Boston, will be poems by Annette Fitch Nelson of Jefferson.

"She is a former director of the Ashtabula Woman's club, former historian of Mary Stanley chapter, D. A. R. here, and is a great-granddaughter of an Ashtabula pioneer, Col. William Hubbard, who built the brick mansion at Ashtabula Harbor which is today used as a Community House."

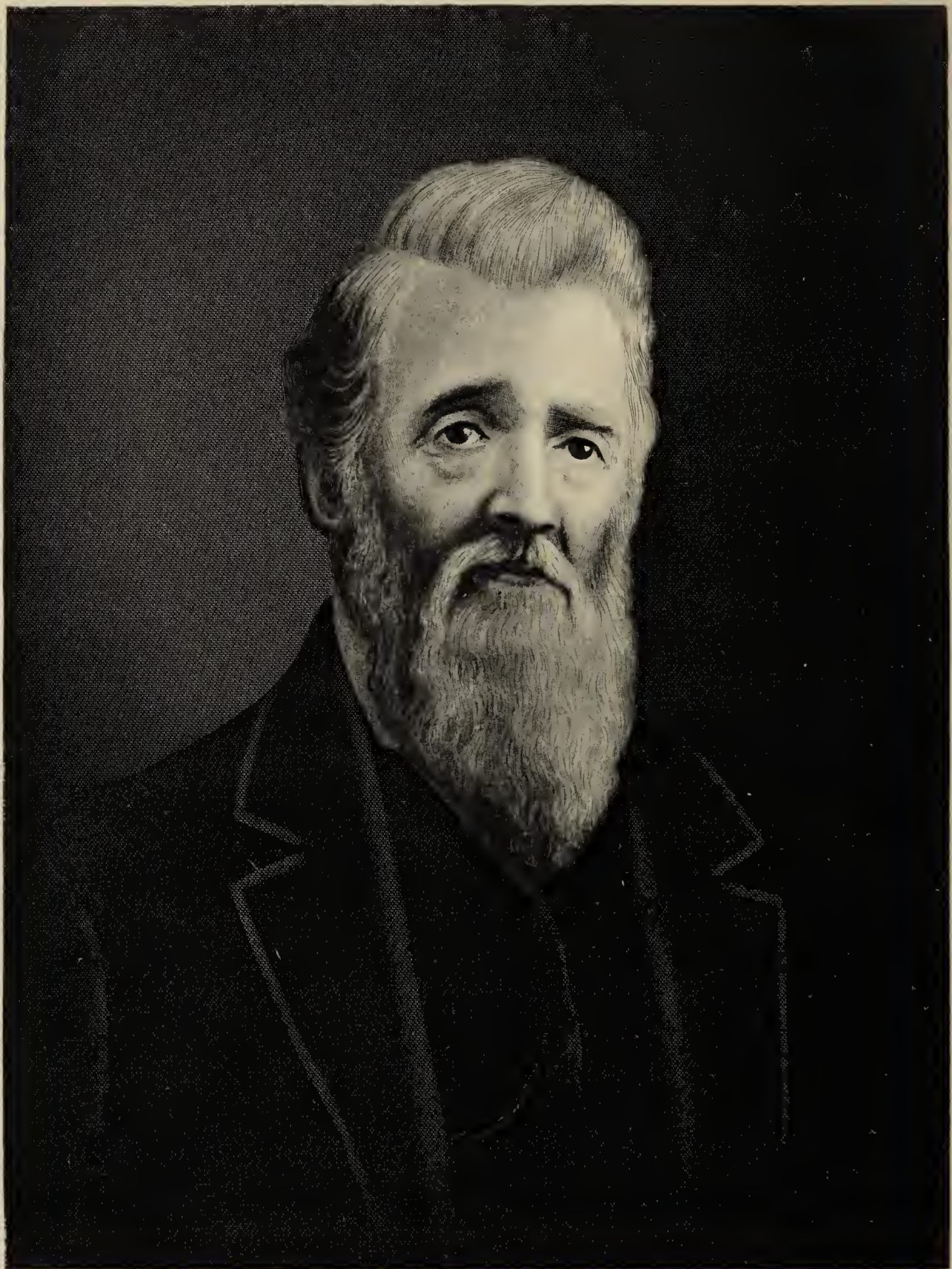
CURTIS BREWER, JR., son of Curtis and Annette (Fitch) Brewer, was born at Ashtabula, Ohio, Aug. 15, 1899. When eleven years of age, he entered Howe Military School at Howe, Indiana, and while there was ranking officer of his class. He graduated there in 1917. He then entered Kenyon College at Gambier, Ohio, and was a member of Delta Kappa Epsilon fraternity.

In July, 1918, he was appointed one of the student officers to represent Kenyon College R. O. T. C. at Fort Sheridan, Illinois. He was First Sergeant of the Students of America Training Camp at Kenyon College from September to December, 1918. This unit was ranked first in its district by government inspectors for its showing. He was Cadet Captain of the R. O. T. C. at Kenyon College from February to June, 1919. He graduated from that college in the class of 1922 with degree of B. S. Following his graduation he spent one year as Principal of the High School at Lucas, Iowa.

He then entered the employ of the Clyde Equipment Co. and at that time he also took a course at the Washington University in Seattle, Wash., and a correspondence course at Harvard University in Civil Engineering. He was with the Chicago, Milwaukee and St. Paul Ry. three years as a Civil Engineer with headquarters at Mobridge, South Dakota and Lewiston, Montana. He was then with the N. Y. Central R. R. sixteen months with headquarters at Cleveland, Ohio. He was accepted as a Graduate Student in Civil Engi-

neering at Mass. Technology at Cambridge, Mass. He then was appointed as first Ass't Chief Engineer of the Missouri, Kansas and Texas Railway with headquarters at St. Louis, Mo., where he is at present (1929). His permanent address is Fitch Homestead, Jefferson, Ashtabula County, Ohio.

He is a member of the Masonic fraternity and the National Society of Civil Engineers.



Eng by E.C. Williams & Bro. N.Y.

Dr. J. H. C. Allen

CHAPTER X.

DR. LUCIUS HENRY CAREY FITCH, PIONEER PHYSICIAN OF IOWA,
AND HIS SON, FRED W. FITCH, MANUFACTURER, OF DES
MOINES, IOWA.

The story of the life of Fred W. Fitch is one of achievement. His rise from being bound out to a farmer at the age of eight, to the presidency of the largest organization in the world devoted to the manufacture of hair preparations, is one of the outstanding epics of modern business. The world is familiar with the type of financial success that has characterized the growth of American industry, but in the case of F. W. Fitch, financial success has gone hand in hand with leadership in the elevation of a once great profession, and the creation of new and revolutionary manufacturing ideals.

To the casual observer, the F. W. Fitch Co. of Des Moines, Iowa, is an impressive monument to the genius and industry of its founder. But to him, the institution he founded perpetuates not only his own name but the name of his father, who was an eminent physician.

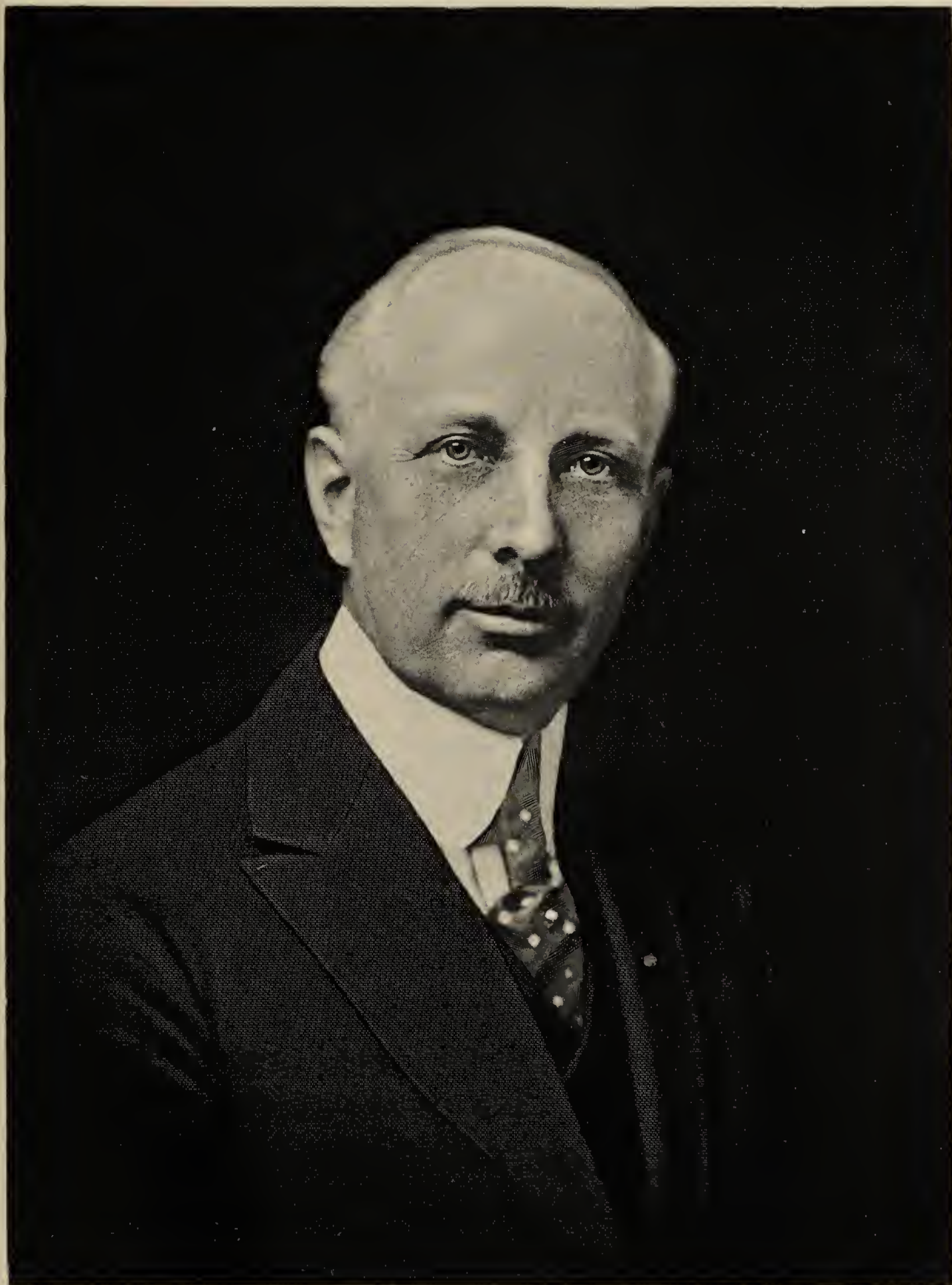
DR. LUCIUS HENRY CAREY FITCH was one of the first practicing physicians of the state of Iowa and one of the real pioneers of the Middle West. Dr. Fitch, a native of Connecticut, was one of the more restless and adventurous members of the New England Fitches, who were among the earliest settlers in the original Thirteen Colonies. After finishing his medical education in the East, Dr. Fitch followed "the course of empire westward." Doctors were scarce west of the Mississippi River and land was plentiful. Opportunity beckoned irresistibly and the year 1847 found Dr. Fitch an itinerant practicing physician in central Iowa. He made his home in Ridgeport, Boone County, Iowa, and for many years was a familiar and beloved figure among the countryfolk and townspeople within a radius of 100 miles.

On November 22, 1849, Dr. Fitch married Mary Eleanor Epperson and to this union were born twelve children, nine boys and three

girls, as follows: Ammanda Ellen, born Feb. 14, 1854—died Feb. 13, 1898; George, born Aug. 15, 1855—died Sept. 15, 1856; Henry, born Jan. 9, 1857—died Sept. 30, 1873; Lucius, born Sept. 6, 1858—died Dec. 8, 1858; James Frank, born Aug. 27, 1860, still living; Luella, born July 28, 1862—still living; Charles, born Feb. 6, 1864—died Nov. 1, 1890; William, born Dec. 21, 1865—still living; Albert, born July 8, 1867—still living; Fred W., the subject of this sketch; Allie, born Jan. 3, 1872—still living; Josie, born Feb. 11, 1874—died June 5, 1898.

FRED W. FITCH thus was the tenth child in a family of twelve, two of whom died in infancy. He was born in Burnside, Webster County, Iowa, Jan. 28, 1870. When he was but two years old, his father gave up the practice of medicine in central Iowa, invested his small capital in cattle and moved his family to Springfield, S. D., where he became a homesteader on a large tract of land. For four years, Dr. Fitch waged a brave but hopeless fight against conditions beyond his control. Each year a swarm of grasshoppers swept down upon them and ravaged all the vegetation. After the fourth occurrence of this pestilence not a blade of grass was left. "Most of the cattle and horses had starved or were dying and the Fitch family was just as destitute as the animals," said Mr. Fitch, humorously, in recounting his experiences to the writer. This crisis divided the unfortunate family. Dr. Fitch and two of the elder boys, James and Charles, set out for California, the land of promise. Mrs. Fitch, undaunted and with the true spirit of a pioneer mother, loaded a few belongings and the youngest six of her brood, into a covered wagon and with the remaining two horses, drove her precious cargo across the uncharted prairies back to Iowa. She made the hazardous trip safely and settled in Boonesboro, now known as Boone, Iowa, in the fall of 1876. Then followed a long period of struggle and privation, for upon the wearied mother's shoulders rested the main burden of supporting her large family, as Dr. Fitch struggled to make a new start in California.

Having returned with his mother to Boone, Iowa, Fred W. Fitch, at eight years of age was "bound out" to a farmer living eight miles northwest of Ogden, Iowa. At this tender age, the future manufacturer started "on his own" and never again did he depend for his livelihood on anybody but himself. The agreement under which his mother had "bound him out," stipulated that he was to work for the



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H. H. H. H. H.

farmer for shelter, sustenance and clothing until he was 21 years old, at which time he would receive a team of horses, a wagon and harness—and his freedom. But the agreement was not destined to reach completion. He remained on this farm for three years, “working in the field, milking cows, handling a team and doing everybody’s chores as well as his own,” he says, but three years was the limit of his endurance. One day the hired man compelled him to do his “chores” over again and this cruelty was the last straw. The youngster, eleven years of age, tied up his clothes in a red handkerchief and headed across the prairie. It was midwinter and a two-foot blanket of snow covered the countryside. His destination was the William Jewett farm in Greene County, four miles away, where his elder brother, William, was working. He arrived at night, exhausted from his all-day trudge. His brother put him to bed and kept him on this farm for several weeks.

Fred Fitch now took his future into his own hands. He bound himself out on a contract of his own making to a farmer living nearby. For two years he worked there, but again rebelled against abusive treatment. This time he ran away to the Justin Doran farm at Beaver, Ia., where his younger brother, Albert, was working. He hired himself out to Doran and again bettered the terms under which he had been employed. Doran agreed to give him \$11.00 per month in addition to his board and room. That was the first money Fred Fitch ever earned. He remained on that farm until March of the following year and then, at the age of 14, transferred his activities to Justin’s brother, Thomas Doran, who gave him \$13.00 per month. In the fall of 1884, young Fitch left that farm and returned to Boone *where he completed his grammar school education, which he had carried on intermittently during his arduous boyhood.*

His brief employment with these two men had won their respect for his youthful abilities and when he was ready to go back to the farm, the Dorans recommended him to their brother, Edward, at Spencer, Ia. He was a stockraiser and wanted somebody to gather up his cattle and drive them to the different stock markets. The 15-year-old “veteran” took the job, confident, as always, of his ability to measure up to the requirements. He guided his first herd of cattle to northern Nebraska with no mishap other than having one of his own legs broken by a horse’s kick. This disaster brought him no sympathy from his employer and in April, 1885, he gave up his \$15.00 per month job.

For a few months he worked for another farmer southwest of Ashire, Ia., but when his wages failed to materialize, he returned to the Jewett farm in Greene County to run a threshing machine for \$20.00 per month. For five months, the boy continued at his man-sized job and then went back to his mother's home in Boonesboro.

In the spring of 1886, he was again on the Jewett farm and this time he remained until July. He was now 16, and undaunted youth could not resist the "siren call of the West." He made his way to Rapid City, S. D., and became a cowboy on the J-O Ranch, at \$20.00 per month. He rounded up herds of cattle, caught wild horses and, incidentally, learned to carry a "six-shooter." After three lonesome months on the J-O Ranch he rode into Cheyenne, Wyo., with six ten-dollar bills in his pocket and an overwhelming desire to enjoy himself. Before the evening was over, a number of shattered lamps bore testimony to his markmanship with the "six-shooter" and his empty pockets testified to the gayety of his long awaited celebration. Youth had had its fling and the next morning cold reality compelled an important decision. Fred Fitch sold his pony for \$20.00 and boarded a train back for Boonesboro and home.

He finished his teens with four years of varied, but unproductive labors. His activities ranged from hauling coal from McBurney's mine, to "breaking" a quarter section of land four miles north of Lorenz, Ia. The spring of 1890 found him again in Boone about to give up farming forever. At the age of 20 he became an apprentice to a local barber.

"From that day until this, his name, F. W. Fitch, has been inseparably associated with the barber profession, for he became not only one of its most progressive practitioners, but its chief prophet, the Moses who led a despised and declining profession out of the wilderness of slow degeneration into the sunlight of dignity, prosperity and public respect," wrote one of Mr. Fitch's friends.

Ever since early boyhood, Mr. Fitch had been suffering from a scalp ailment which had been diagnosed as "scaldhead." As a result, he had lost practically all of his hair. In vain had been his efforts to secure relief. The care of the hair and scalp seemed to be a mystery to the medical profession, and the desire to solve this mystery was a vital factor in attracting Mr. Fitch to the practice of barbering.

After three months apprenticeship, he was considered a full-fledged barber. With characteristic self-confidence, he bought out

the barber shop and was thus in business for himself at the age of 20. Within six months he had built up a prosperous trade far greater than that of his predecessor, but he had found no relief for his ailment. In desperation he sold out his shop in Boone—at a handsome profit—and went to Des Moines, Iowa, where he thought he could obtain more skillful medical attention and conduct his business at the same time. He secured employment as a journeyman barber in Des Moines, but was less successful in securing effective medical treatment. The local specialists were baffled and their advice and ministrations proved of no avail.

In the meantime Mr. Fitch had done some thinking and observing on his own account. He studied the methods of treating hair and scalp troubles and carefully watched the action of the hair preparations dispensed in barber shops. He came to the conclusion that the scalp infections prevalent at the time were caused by the poisonous wood alcohol used in hair preparations. Some of these preparations contained as high as 96% wood alcohol. He made inquiries of his patrons and found that not only scalp infections, but falling hair, baldness and even blindness could be laid at the door of the poisonous wood alcohol preparations then on the market.

Fifteen years later he had the satisfaction of having his opinions confirmed by the testimony of experts before the Congress of the United States. These were embodied in the famous Pure Food and Drug Act of 1906, which condemned wood alcohol as a dangerous poison and unfit for use in preparations intended for man or beast.

Despairing more than ever of relief through orthodox methods and now more deeply absorbed in his own studies, Mr. Fitch purchased a barber shop in the little town of Madrid, about 30 miles from Des Moines. Here he applied himself every spare hour of the day and night to the study of the hair and scalp and there he perfected the remedy which launched him on his manufacturing career. How this came about is an interesting story that reveals more clearly than any other incident in Fred Fitch's life, his mental make-up.

A certain Dr. R. W. Breckbill had built up a prosperous medical practice in the vicinity of Madrid. He was a patron of the Fitch barber shop and young Fitch had often discussed with him the treatment of hair and scalp troubles. Dr. Breckbill prevailed upon his friend to follow his directions for the relief of his scalp trouble

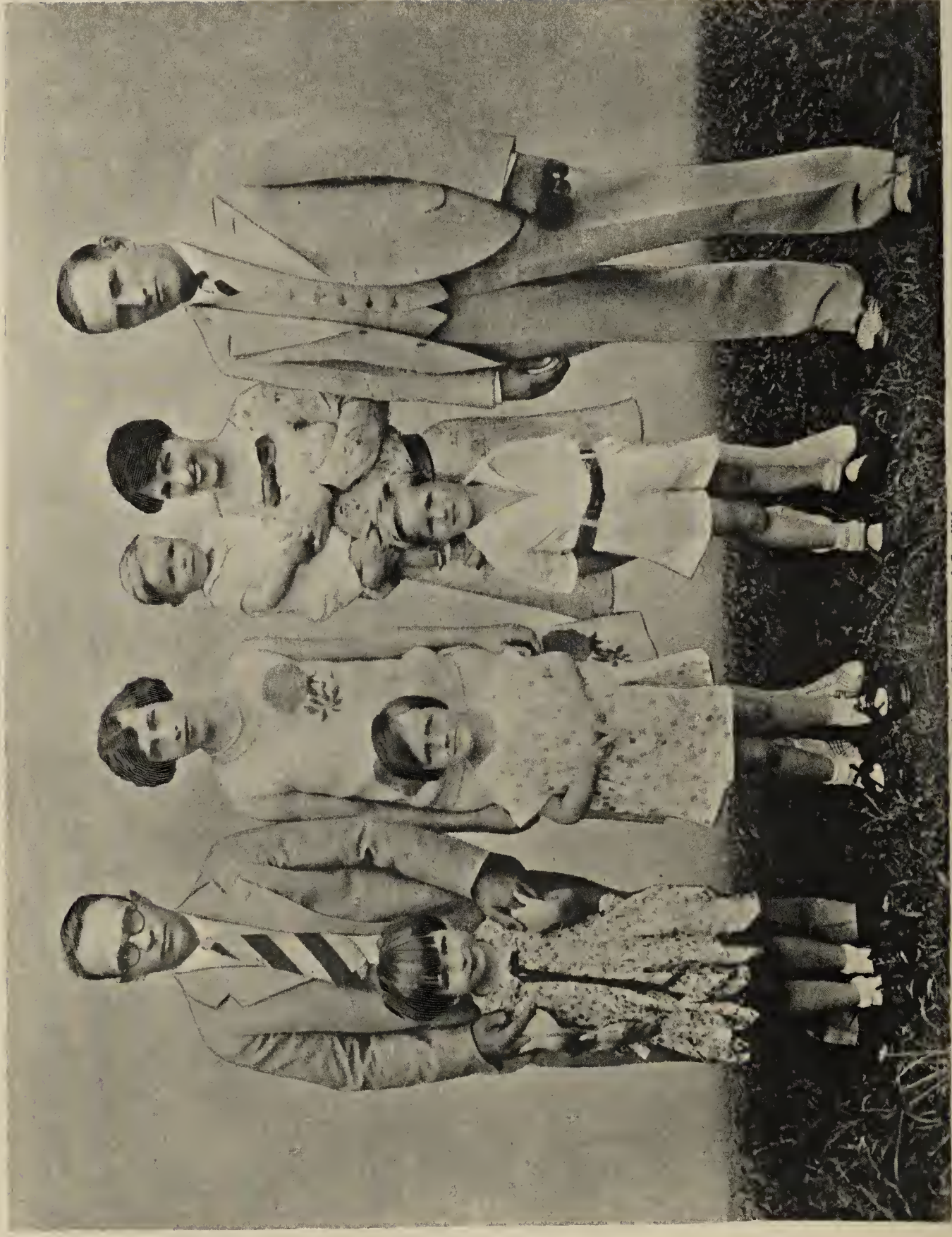
and a course of treatments ensued which gave him no relief, but did give him his "big idea." Dr. Breckbill's "treatment" consisted of the use of blood medicines which were supposed to cure the scalp disease by strengthening and purifying the blood. After consuming numerous bottles of these medicines, according to Fitch, he became convinced of the *folly of internal applications to remedy an external condition* and he called on Dr. Breckbill to tell him so.

"I am through with internal medicines," said Mr. Fitch. "My condition is external because internally I am in perfect health. Scalp troubles must be treated externally and anything that will not give relief the first time it is used, will never help, no matter how often it is used. I think I know now what kind of a preparation is needed and I'm going to keep working on it until I get it perfected." Dr. Breckbill listened attentively. "Fitch, I think you're right," he replied with slow deliberation. "My medical library is at your disposal and any assistance I can give you is yours for the asking."

This conversation, taken verbatim from Mr. Fitch's vivid recollection of the incident, brought bountiful results. Fitch was quick to take advantage of the doctor's generous offer and before many months, *he had diligently waded through all of the voluminous medical textbooks in the doctor's library*. He learned of the structure of the hair and scalp, of the stages in the growth of hair, of the function of the sebaceous glands within each hair follicle. He confirmed the theory he had evolved in his own shop studies that the dread dandruff, represented not a disease caused by a mysterious germ, but was nothing more than a natural accumulation of sebum thrown off by the sebaceous glands, of dead, dried skin sloughed off by the scalp, and dust and dirt caught from the air.

This simple but sound explanation of dandruff he made the foundation of his philosophy of hair culture, unchanged to this day and corroborated by medical science and the experience of millions of people. "The accumulations of dandruff are natural enough," reasoned Mr. Fitch, "but if they are allowed to remain on the scalp they will form a hard coating, clogging up the pores and hair follicles and stifling the growth of hair. These accumulations must be constantly removed so that the pores and hair follicles can breathe as nature intends."

The problem was then to remove these accretions and leave the scalp antiseptically clean and every pore and hair follicle open. After



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Gail Fitch, Mildred Fitch, Young, Lois Fitch, Sandahl, Craig Sandahl, Lurins Fitch, Caroline Fitch, Marilyn Young, Robert Sandahl

innumerable experiments, he discovered the principle, and having found this, he perfected the preparation that put it into action. The principle was "dandruff can be removed only by first being *dissolved* and then being washed out." He tried every available kind of soap without success. An entirely *new kind of solvent* was needed and he found it and called it "Fitch's Ideal Dandruff Remover."

His studies and experiments in his shop in Madrid, Iowa, had extended over a period of five years and it was not until 1897, when he was 27 years of age, that he had perfected this remarkable remedy sufficiently to use it professionally in his shop.

In 1892 he had married Miss Lettie Williams. Their first child, Zoe Francis, born May 7, 1894, had died March 29, 1897, and this bereavement, occurring just as Mr. Fitch was about to market his new preparation, deepened his already serious nature and intensified his determination to achieve success with his product. Subsequently, four other children were born of this union, all of whom are living today: Gail Walter, born July 2, 1898; Mildred Belle, born March 29, 1901; Lois Ardelle, born Sept. 2, 1902; and Lucius William Fitch, born March 27, 1906.

By the time Mr. Fitch offered his wonderful discovery to the patrons of his little shop in Madrid, he was thoroughly convinced that he had found just what he had been looking for during his five years of research work. Repeated tests had piled proof on proof, and those who used it spread its praises throughout the community. Soon the local druggist was being asked for bottles for home use and F. W. Fitch made his first dealer sale.

The scope of his activities was necessarily limited, in Madrid, and so in 1898 he moved to Boone, Iowa, which he always considered his "home town." Boone was much larger than Madrid, with better railroad facilities and a wider field for his sales activities. He opened a three-chair barber shop and featured his new preparation. In order to finance the manufacture and marketing of his product he had to depend upon the income derived from his shop and he therefore devoted himself to building up a prosperous barber business. His preparation proved as popular with the people of Boone as it had with the people of Madrid.

The embryonic manufacturer, of course, had no chemical laboratory, no scientific equipment and no manufacturing facilities. A wash boiler in his home served as his mixing tank and the small

bottles which he purchased at retail from the local druggist were slowly and patiently filled by hand. It was several years before he was able to purchase bottles in sufficient quantities to deal directly with the Des Moines Wholesale Drug Co.

Barber supply salesmen who called at the Fitch shop watched the demonstrations of his product with open-mouthed amazement. They had sold dandruff remedies for years but had never seen anything so simple, so instantaneous in its action and so remarkably effective. One of them urged Mr. Fitch to sell his shop and go out on the road with his preparation. He followed this advice and sold his shop for \$450.

With this capital to underwrite his venture, he started his career as a manufacturer. He prepared a specially attractive label for his product which would not be duplicated. The Illinois Glass Co. made up a bottle for him, an original square shouldered design. "The same square shouldered bottle is still the standard container for my product and the same firm that made the original mold still serves me, now making its deliveries in carload lots," said Mr. Fitch.

"After purchasing an initial supply of bottles, boxes, labels and a mixing kettle, I had \$45.00 left out of the \$450. I set out in the winter of 1900 on my first road trip. I was gone a week and returned with four orders totaling \$9.00—which fell far short of paying my traveling expenses. The barbers I had called on were not enthusiastic. They were accustomed to selling tonics for 5c or 10c and in many cases gave tonics free with haircuts. They stared incredulously when I suggested that they charge 40c for my treatment. *It was unthinkable! People wouldn't stand for it!*"

Mr. Fitch returned to Boone somewhat discouraged but determined to perfect his sales argument to overcome the objections and indifference he had encountered. In the meantime, he had to face the immediate problem of earning a living for his family and went back to barbering in a local shop until he could save enough money to make another road trip. This alternate process of barbering and selling on the road continued for a number of years, so arduous was the task of building a volume of sales sufficient to support his growing family.

A few weeks after his first trip, Mr. Fitch had earned enough to finance another trip and this time he went as far as Jefferson, Ia. He drove home his message with all the ardor of an evangelist. Bar-

bering was at the lowest ebb in its long history. During the Middle Ages, it had been the highest of all the professions. The barbers of those days were called surgeons and their profession embraced surgery, dentistry and pharmacy as well as barbering. But the development of science and the spread of knowledge through the invention of printing made it impossible for one man to competently cover so wide a range of professional practice. Therefore, surgery, medicine, dentistry and pharmacy began to emerge as independent professions. Barbering, the father of them all, was left far behind and became the "outlaw" of the professions. The organization of barber-surgeons continued for centuries in England but the association became so incongruous that it was finally dissolved in 1745 by Act of Parliament. From that time on the profession steadily declined in prosperity and prestige. When F. W. Fitch began his association with the barber profession it was probably worse off than at any other time in its history.

Mr. Fitch's second trip netted him orders totalling \$45.00. This was encouraging but did not yield sufficient profit to enable him to spend all of his time selling. He continued these trips intermittently for the remainder of the year and by Dec. 31st, his sales for the year 1900 amounted to \$273.50. His product was sold here and there throughout central western Iowa and as far southwest as Council Bluffs. He carried no accounts, every sale being made either C. O. D. or cash in advance. "If you think I have an honest face," he would say to his customers, "pay me in advance and save 5%." Most of them did which always meant extending his trip a little longer than his original funds would have permitted.

Upon his return from each trip his first concern was to get back to work in a local shop to provide a livelihood for his family. His second concern was to manufacture a new quantity of his product in preparation for his next trip and to fill the repeat orders that kept trickling in. The "manufacturing" took place in a room in his home, eight feet square, usually at night after a hard day's work in the shop.

The next three years saw a slow but reassuring increase in sales. In 1901 his sales totaled \$2,220.00; in 1902, \$2,608.00, and in 1903, \$3,229.71. By this time he needed more room for manufacturing and for storing his stock and supplies, so he excavated a space underneath his home. He was no longer able to personally fill and ship his orders and in the fall of 1903 he hired his first employe. He also

hired his first salesman that year, who got as far as Council Bluffs, sold his samples to a local shop, left his sample case to pay for his hotel bill and disappeared.

In 1904 the sale of his product jumped to \$5,158.18. F. W. Fitch made his first appearance at a barber supply dealer's convention in Chicago that year and succeeded in placing his product with dealers from New York to San Francisco. The fame of his preparation had been carried from coast to coast by traveling barbers who had used it in Iowa and the dealers were curious to meet the man who had perfected so remarkable a remedy and was "putting it over" single-handed without any advertising. He was the sensation of the convention and he returned to Boone with a filled order book and in a jubilant mood.

Thereafter his sales went forward by leaps and bounds. In 1905, they reached \$8,696.62 and in 1906, \$17,255.27. Up to this time the F. W. Fitch Co. was a one-man organization, except for an inside assistant named Alvey Williams, who started in 1904 when a young boy and is still in the employ of the company. Mr. Fitch's sad experience with his first salesman made him wary of salesmen in general and he did not hire another for two years. During a trip to Omaha he had entered a barber shop where he was greeted by a large sign on the wall—" \$10.00 Reward For Any Case of Dandruff I Can't Cure with Fitch's Ideal Dandruff Remover." Naturally, he warmed up to the owner of the shop, and became so impressed with his enthusiasm for his preparation that he hired him as a salesman. This barber was as much "sold" on the product as Mr. Fitch himself, but he nevertheless was unable to sell enough to pay his expenses. From this experience Mr. Fitch learned the lesson that a barber who could sell the public in his shop, could not necessarily sell other barbers on the road.

His next attempt to hire a salesman was more successful. This time he selected a man, Karl Burris, who had been working for a barber supply dealer. He has been in his employ ever since. From 1906 to 1910 Mr. Fitch and Karl Burris constituted the entire sales force of the F. W. Fitch Company.

In 1906, the Fitch factory, which then consisted of a large barn, was enlarged by the construction of a two story addition. That year the famous Pure Food and Drug Act was passed by Congress prohibiting the use of wood alcohol as an ingredient in preparations

intended for man or beast. F. W. Fitch was one of the few manufacturers who had never used wood alcohol. Practically all of the manufacturers of hair preparations were then using wood alcohol as their chief ingredient and these manufacturers were considerably embarrassed by the new law. To Mr. Fitch the Pure Food and Drug Act was not only a moral victory because it vindicated his often expressed opinion of wood alcohol, but it was a tremendous stimulant to sales. His volume of business in 1907 totaled \$35,708.82, more than twice the previous year's total. He was now definitely launched on the road to success and each year witnessed a substantial increase. In less than ten years he had put his product in every state in the Union.

"In 1909 James J. Kirby became office and credit manager of the F. W. Fitch Co.," said Mr. Fitch. "The acquisition of this gentleman of sterling character was an important step in the growth of the firm because "Jim" Kirby was a man of wide business experience and sound, conservative judgment. He relieved me of all office detail and guided the finances of the growing business with a zealous eye. Today at the age of 70, he is as vigorous and healthy as most men of 50 and he is still discharging his important duties faithfully and competently."

By 1910 F. W. Fitch had a force of four salesmen working under him in the field, Karl Burris, Clark Hutchins, Guy Barnes and William B. Doolittle. These men were constantly invading new territories and broadening the distribution of his product. But Mr. Fitch's own personal efforts were still the heart and soul of the business. He was in the field continually, ceaselessly spreading his "gospel." He asked his men to do nothing that he was not doing himself. From early morning until late at night he called at barber shops and every call meant a personal demonstration of his product. He refused to take an order unless the shop-owner would first allow him to demonstrate the proper method of applying his treatment. In order to dignify the occasion he usually tried to get a doctor or some other professional man to be the subject for the demonstration. In this way he received the endorsement of thousands of doctors and professional men throughout the country. What built his business more than any other single factor was his own enthusiastic and tireless salesmanship out on the "firing line." He called on barbers from

coast to coast and many an interesting story is told of the receptions he received and his ingenious sales tactics.

In 1910 Mr. Fitch decided on a program of expansion and engaged a chemist named Edwin Bieser to help him compound a line of kindred articles to be sold along with his original product. The result of their joint efforts was a number of new and popular articles.

The merit of these preparations was not long in doubt, for in 1911 they were exhibited at the Paris International Exposition, in competition with preparations from all over the world, and were awarded the Grand Prize, Gold Medal and Diploma of Honor.

The new preparations accelerated the growth of the F. W. Fitch Co. and in 1912 Mr. Fitch purchased a spacious hotel building in Boone, which he remodeled into a modern manufacturing plant. The following year, he added the manufacture and sale of essential oils to his activities. That year he again invaded a foreign International Exposition to exhibit his product, at London, England. Again the Fitch line came away with the Grand Prize, Gold Medal and Diploma of Honor. This triumph was repeated once again at The International Exposition at San Francisco in 1915. These original awards now hang in Mr. Fitch's private office and are his proudest possessions.

The phenomenal growth of the F. W. Fitch Co. made it necessary to look for larger quarters and Mr. Fitch investigated the possibility of erecting a new plant in the capital city of Des Moines, forty miles away. The city of Boone, to which he had moved in 1898 was now too small to furnish the manufacturing and transportation facilities he required. In 1915 he purchased a factory site in Des Moines and drew up plans for the construction of the most modern chemical manufacturing plant in America. Within a year, his dream was realized and in 1917 he moved to Des Moines to take possession. The five-story plant had been built in anticipation of continued growth.

Early in 1920 he announced his new preparation, "Fitch's Dandruff Remover Shampoo." Its success was instantaneous. Extensive newspaper advertising was used throughout the Middle West and in a short time it could be found in practically every barber shop and drug store west of the Mississippi. Distribution throughout the East and South quickly followed and today it is the most widely distributed and used preparation of its kind in the world.

The introduction of this new preparation produced a marked increase in the sale of Fitch products through the drug and department stores. The new preparation was so popular for home use that a demand was quickly created for its sale in drug and department stores.

In March, 1923, F. W. Fitch made a move which has probably done more than anything else to establish his reputation. He founded a magazine which he called "The Square Deal." This he distributed free of charge to every barber in the United States. This magazine was the crystallization of an idea that had been stored away in his mind since his early days as a practicing barber. Just as Lincoln in early boyhood had sworn to "some day hit slavery and hit it hard" when he had the opportunity, so had Mr. Fitch vowed as a journeyman barber to "some day do something that would raise his profession out of the mire and create a new set of ideals and practices." Some medium of education was needed to accomplish this and to carry a continuous message of encouragement to barbers in every section of the country. No magazine then published reached a sufficient number of barbers to really influence the trend of the practice. "The Square Deal" was to be his contribution toward the uplift of his profession. In 1929 Jule Gordon of Des Moines, Iowa, is the versatile editor of this publication.

"The Square Deal" met with a hearty response from the very start. At first it was more entertaining than educational, but as it began to win the interest of its readers, the contents became more serious.

Within two years it had become the fountain head of the movement for the elevation of the barber profession. It laid the groundwork for the organization of the "Associated Master Barbers of America" in 1924 and made it possible for that association to attain national scope within two years. The third annual convention of the Associated Master Barbers of America was held in Des Moines in 1927 as a testimonial to the efforts of F. W. Fitch to advance their standing. At the preceding convention at Kansas City in 1926 he had presented his monumental "Message to the Associated Master Barbers of America," in which he outlined the history of the profession and prophesied a future even greater than the illustrious medieval days of the surgeons.

Although every issue of "The Square Deal" was filled with in-

spirational articles and editorials, the outstanding feature each month was "Fred Fitch's Own Page." Here he struck straight from the shoulder at all of the evils of the barber practice without fear or favor. He inaugurated a trinity of ideals which he called the "Organization, Sterilization and Standardization Movement." He proposed the name "dermatician" to supplant the discredited name "barber." He denounced tipping, grafting, substitution and imitation. He exposed bootleggers and "fourflushers." No evil practice among barbers, dealers or manufacturers escaped his scorching pen.

"Within the last five years barbering has enjoyed a veritable Renaissance," declared Mr. Fitch. "License laws have been placed on the statute books of 26 states. Educational standards have risen unbelievably. A new sense of responsibility to the public has been instilled in the minds of the majority of barbers. The new ideals and practices which I dreamed of inculcating, have actually been adopted by thousands. A new era of prosperity and prestige is dawning for barbering, the long degenerated profession."

In an effort to create a higher standard of preparations within the barber supply industry, F. W. Fitch promoted the organization of an "Association of Standard Manufacturers of Cosmetics." The idea behind this association was to compel all manufacturers to submit their preparations to a committee of impartial scientific authorities for analysis as to chemical purity. Ever since then, all F. W. Fitch preparations have borne the Association seal, testifying to their chemical purity.

F. W. Fitch has for years contended that preparations intended for use on the human anatomy should be manufactured in scientific laboratories under the supervision of a fulltime graduate chemist or doctor. When the Federal Trade Commission started an investigation of trade practices within the barber supply industry early in 1929, Mr. Fitch appeared at the first hearing and eloquently pleaded for this reform. Again at the second hearing in New York City, his plea was reiterated. The Federal Trade Commission has not yet made public its decisions and recommendations, but it was evident at the hearings that his courageous exposure of conditions within the industry had made a deep impression on the commissioners.

Although F. W. Fitch has now entrusted the active operation of his business to subordinates, he is still the guiding spirit and the driving force behind all of its activities. During the past year he has per-

sonally superintended the construction of a large addition to his plant and also the construction of a beautiful new home. His afternoons are spent on the golf course of the Hyperion Country Club, but every morning until noon he can be found at his desk absorbed in his many business activities. Incidentally, he is a champion golfer, although still under 60 years of age when this was written (1929). In 1926 and again in 1927, he won the Iowa state golf championship for men over 50.

Approaching 60 in the prime of life, F. W. Fitch can look back over his interesting and strenuous career with well-merited satisfaction. His chief happiness is derived from the fact that his name is synonymous with the best in his field of endeavor. In every civilized country in the world, his preparations advertise a paternity and an ancestry of which he is proud.

CHAPTER XI.

JUSTICE ELIJAH FITCH, JR., PIONEER OF DETROIT, SALEM, BRIGHTON, NOVI, LANSING, AND OVID, MICHIGAN, HIS SONS, MALCOLM FITCH AND HON. ELIJAH NELSON FITCH, PIONEERS OF LUDINGTON, MICHIGAN, JUDGE VIRGIL A. FITCH OF LUDINGTON, AND HIS SON, ROSCOE CONKLING FITCH OF DETROIT, MICHIGAN.

Justice Elijah Fitch, Jr., played an important part in the early history of Michigan first as a Territory and later as a State. He was the first of the name to settle in Michigan and the second Fitch to set foot within the great "Wolverine" State. He went to Michigan in 1830, being preceded only by his relative, Lieut. John Fitch, inventor of the steamboat. The latter was captured by Indians and held prisoner by the British Commandant of Detroit in 1782, during the Revolution, in old Fort Lernoult, on the site of the present Detroit Postoffice. (See chapter on the life of Lieut. John Fitch, Inventor of the Steamboat.)

Justice Elijah Fitch, Jr., in 1830 was one of the first purchasers of land in Salem township, Washtenaw County, Mich. In 1835 he was the first settler and founder of Brighton, Mich., naming it after the township of Brighton, Monroe County, N. Y., in which township Rochester, N. Y., is located and where his father, Elijah Fitch, Sr., owned property and was living at the time of his death. "The town of Brighton," N. Y., is mentioned in the will of Elijah Fitch, Sr., a copy of which appears in this chapter. Justice Elijah Fitch, Jr., was a true pioneer, "ever pushing back the wilderness." He was one of the first merchants to build and operate a log-house general store at Lansing, Mich., as soon as the Capitol was laid out and the land offered to the public.

Justice Elijah Fitch, Jr., was one of the foremost Democratic leaders in Michigan Territory. He supported the movement to bring about the speedy admission of Michigan into the Union as a State. Michigan framed its constitution in Detroit at a convention opening



Elijah Fitch



Hannah Fitch

May 11, 1835, and adjourning June 24, 1835. Fitch, although not a delegate to the Convention, conferred in Detroit with Stevens Thomson Mason, Secretary and Acting Governor of Michigan Territory, while the Convention was in progress. Fitch and Mason were personal friends. Fitch assured Mason of his support for Governor. As an evidence of his esteem, Governor Mason commissioned Fitch as Justice of the Peace "in and for the County of Washtenaw." This was an office of considerable importance in those days. Governor Mason wrote Fitch's commission entirely in his own hand and sealed it at Detroit on May 22, 1835. The original commission is now owned by Justice Elijah Fitch's great-grandson, Roscoe Conkling Fitch, of Detroit, Mich.

Under the constitution framed by the convention held in Detroit (May 11-June 24, 1835), Stevens Thomson Mason was inaugurated the first governor. The first legislature convened Nov. 2, 1835. This is the date upon which Michigan became a State. It is interesting to note that almost a century later, Justice Elijah Fitch's grandson, Judge Virgil A. Fitch of Ludington represented Mason County (named in honor of Governor Mason) in the Michigan Legislature for several terms. Justice Fitch was an active supporter of Governor Mason in his prompt action concerning the Toledo controversy and the Michigan-Ohio boundary line and in the establishment of the University of Michigan at Ann Arbor.

Mary Marjorie Tyler, writing in the January, 1928, issue of the "Americana" magazine, says:

"For examples of the sheer power of indomitable wills, fierce courage, and unconquerable persistence in the moulding of careers out of the untried resources of virgin fields we must turn to the Great West and Middle West. No other section of our country has given us such shining examples of work of strong men, true in coping with the almost overwhelming forces of nature and circumstance. The history of the Northwest is one of romance and achievement incomparable with that of any other part of the country. 'Self-made, self-reliant, sturdy and rugged men have been its product, and it is to these men that the upbuilding and development of the West into the important factor in the world's work which it is today is due.' To every man who has contributed a share toward the great task of bringing the West out of a vast wilderness, teeming with opportunity, yet offering untold resistance before it was harnessed to the uses of man, is due a deep gratitude and thankfulness, which can be no more adequately expressed than in preserving for later generations the story of his work and achievement."

Justice Elijah Fitch, Jr., was born Feb. 24, 1799, son of Elijah Fitch and his wife, Mary Fitch. He married June 1, 1826, in Pultneyville, N. Y., Hannah Hathaway, born March 29, 1809. She was a daughter of Lieut. Joseph Hathaway, who had a finger shot from his hand in the battle of Lundy's Lane during the War of 1812.

ELIJAH FITCH, SR., was born Dec. 10, 1763, at Windham, Conn., son of Ebenezer and Chloe (Kingsbury) Fitch. The latter removed from Windham and settled at Salisbury, Conn., where Ebenezer Fitch's father, Captain John Fitch II, owned considerable land.

Elijah Fitch, Sr., married as second wife, Mary ——— and in 1815 purchased a large farm at Victor, N. Y., and other property in Rochester, N. Y. He lived in Victor and in Rochester, N. Y., where he died, May 16, 1831.

Elijah Fitch, Sr., had two distinguished lines of Fitch descent. His grandfather, Captain John Fitch II (son of Captain John Fitch I of Windham, Conn., and grandson of Rev. James Fitch I by his second wife, Priscilla (Mason) Fitch), married Jan. 25, 1731, his second cousin, Alice Fitch. She was a daughter of Ebenezer Fitch of Windsor, Conn.; granddaughter of Major James Fitch II of Canterbury, Conn., and his second wife, Alice Bradford, granddaughter of Governor William Bradford of the "Mayflower"; and great-granddaughter of Rev. James Fitch I by his first wife, Abigail (Whitfield) Fitch.

Captain John Fitch II and his wife, Alice (Fitch) Fitch, had children:

- (1) JOHN FITCH III, born July 14, 1732.
- (2) ALICE FITCH, born Oct. 7, 1734.
- (3) EBENEZER FITCH, born Nov. 30, 1736; married May 4, 1760, Chloe Kingsbury, and died at Salisbury, Conn., (parents of Elijah Fitch, Sr.)
- (4) CAPT. JAMES FITCH, born April 9, 1739; married May 23, 1763, Anne Hulbert; was a surveyor and resided at Windsor, Conn.

His daughter, Anne Theresa Fitch, married George Phelps, and had Rhoda Phelps, who married Elihu Newberry and had Congressman John Stoughton Newberry of Detroit, Mich. He had children: Hon. Truman H. Newberry, United States Senator from Michigan and Secretary of the Navy;

John S. Newberry and Helen (Newberry) Joy (Mrs. Henry Bourne Joy, national Vice-President General (1929) of the Daughters of the American Revolution), all of Detroit, Mich. See the "Newberry Genealogy" and the "Phelps Genealogy."

Capt. James and Anne (Hulbert) Fitch had a son, David Young Fitch, who married Eunice Barber. They had a son, Morgan Lewis Fitch, who married Amanda Roberts, and went to Michigan in 1836 settling in the Township of Antwerp, Van Buren County. They had a son, Charles Lewis Fitch, Attorney, of Grand Rapids, Mich., and a daughter, Ada Amanda Fitch, who married Charles Duane Van Vechten, and removed from Mattawan, Mich., to Cedar Rapids, Iowa. They had Ralph Van Vechten, banker of Chicago, Ill., and Mrs. Emma (Van Vechten) Shaffer of 2 West 67th Street, New York City, and Carl Van Vechten, born June 17, 1880 at Cedar Rapids, Iowa, music critic and novelist, of 150 West 55th Street, New York City.

- (5) MIRIAM FITCH, born June 9, 1741.
- (6) ELIZABETH FITCH, born Oct. 4, 1743.
- (7) REV. ELIJAH FITCH, born Jan. 8, 1746; died 1788, American clergyman and poet; was second pastor of the church of Hopkinton, Mass. Author of historical discourse "Flight of the British Troops, March 4, 1776," published Boston, 1776, etc. (See New England Historic and Genealogical Register.)
- (8) JABEZ FITCH, born March 2, 1748.
- (9) LUCY FITCH, born March 26, 1753.
- (10) EUNICE FITCH, born ———.

Following is a copy of the will of Elijah Fitch, Sr., which is filed in the Surrogate's Court of Monroe County at Rochester, N. Y.:

"RECORD OF WILL OF ELIJAH FITCH, SR.,
OF ROCHESTER, N. Y.

In the name of God, Amen, I Elijah Fitch of Rochester in the County of Monroe and State of New York, being of Sound mind and memory, do make and declare this my last will and testament in manner and form following;

First, I give and devise to my wife Mary Fitch all my lands messuages and tenements Situate in the Town of Brighton in the Village of Rochester and County of Monroe and State of New York that is to say all my interest in Lot number fifty two on James Street on Manhattan

Square articulated by Josiah Bissel Junior to Thomas Mosier and assigned by said Mosier to my said Wife Mary Fitch, and also Lot number five in the Sand Hill tract at the corner of Pittsford Road and Alexander Street and Articled by Gideon Cobb to A. B. Gray and assigned by him to my said Wife Mary Fitch. The balance due on said lots to be paid by my said Wife and she is to receive deeds for the same to her and her heirs forever.

Also I give and bequeath to my said Wife, Mary Fitch all my land in the Town of Victor in the County of Ontario containing Eighty-six acres and thirty rods the same more or less being the Lot deeded to me by Robert Condon on the fourth day of November in the year one thousand eight hundred and fifteen. And it is my will that my said Wife shall within six years from the date hereof sell and dispose of the said Lot in Victor at the best price which she can obtain for the same. And out of the proceeds of said sale to the purchase of Land in the territory of Michigan which said Land, when so purchased, it is my will that it be conveyed to and divided equally between the following persons. My children that is to say, (Justice) Elijah Fitch, Junior (born Feb. 24, 1799), Boswell Fitch, Sally Fitch, Maria Fitch, Peter Fitch, Malcolm Fitch, Wesley Fitch, and it is further my will that out of the other half of the proceeds of said sale my said wife Mary Fitch shall pay my debts and that she shall retain the residue of the said Moiety for her support and for the support of my said son Peter to be laid out and appropriated as she shall think best.

Item. I give and bequeath to my said Wife Mary Fitch all my personal property and all debts and demands whatsoever which I have against any person or persons whomsoever. And I do further appoint and constitute my said Wife Mary Fitch my sole Executrix of this my last Will and Testament and it is further my will that the Surrogate do grant to my said Executrix letters testamentary without requiring of her any Bond or Security whatsoever.

In witness whereof I have hereunto set my hand and seal this 26th day of August A. D. 1830.

ELIJAH FITCH (Seal)

Signed, Sealed and published in presence of us who have hereunder set our hands at the request of the said Testator and in presence of him and of each other.

Addison Collins of Rochester in the County of Monroe.

LaFayette Collins of Rochester aforesaid.

MONROE COUNTY)

SURROGATE'S COURT)

I Mortimer F. Delano, Surrogate of the County of Monroe do hereby certify that the within written instrument was duly proved according to



Stevens T. Mason,

LEWIS CASS,

Secretary and at present acting

Governor in and over the Territory of Michigan,

To all to whom these Presents may come, Greeting:

Know Ye, *That, reposing special trust and confidence in the integrity and ability of Elijah Fitch I have appointed him a justice of the peace in and for the County of Washtenaw*

AND I DO HEREBY AUTHORIZE AND EMPOWER him to execute and fulfil the duties of that office according to law To have and to hold the said Office, with all the rights, privileges, and emoluments thereunto belonging, until the end of the next Session of the **LEGISLATIVE COUNCIL** of the said **TERRITORY**, unless the **GOVERNOR** of the said **TERRITORY**, for the time being should think proper sooner to revoke and determine this **COMMISSION**.

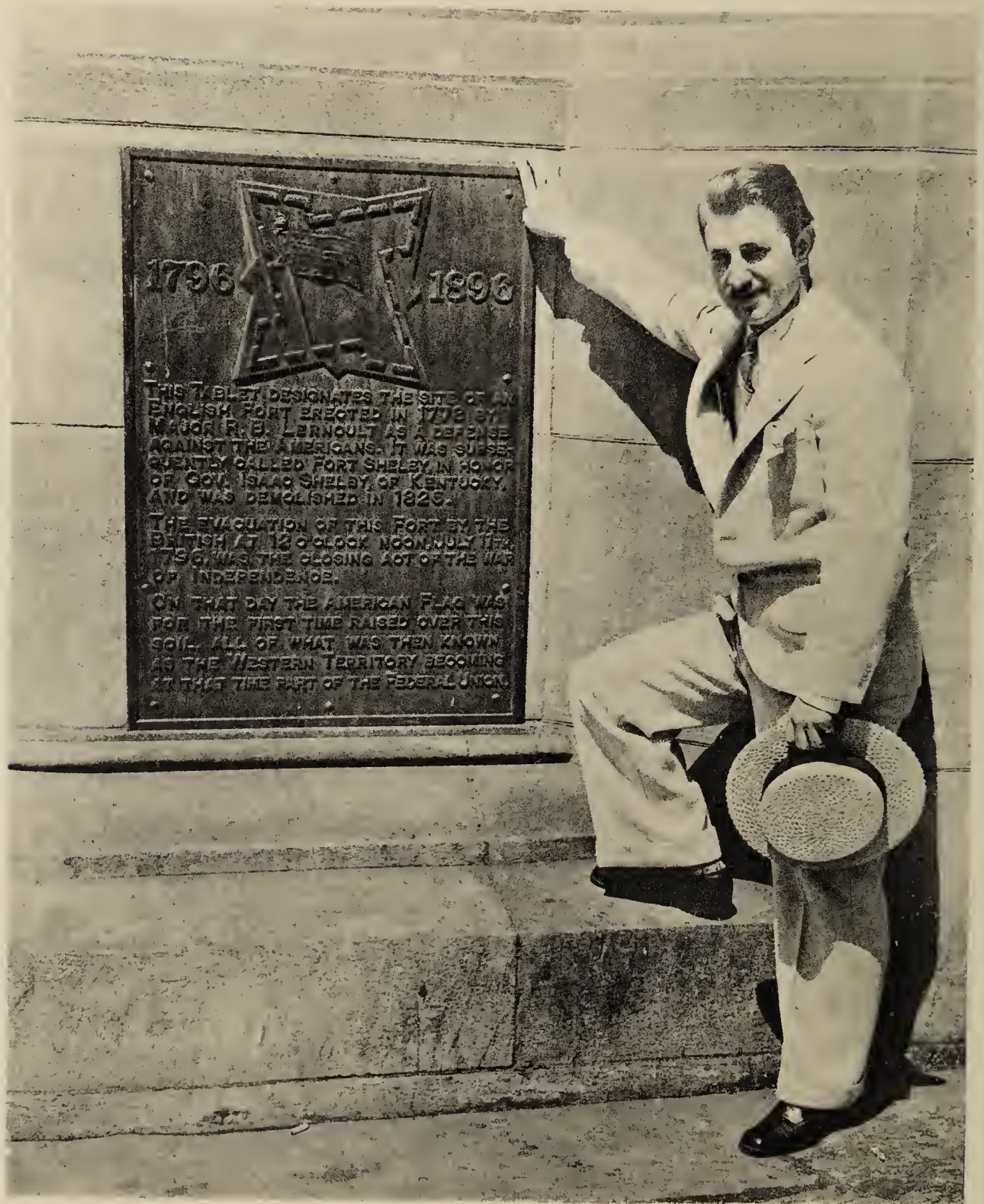
In Testimony whereof, I have caused these Letters to be made Patent, and the Great Seal of the said **TERRITORY** to be hereunto affixed

Given under my Hand, at **DETROIT**, this *Twenty Second* day of *May* in the year of our Lord one thousand eight hundred and *Thirty Five* and of the **INDEPENDENCE** of the **UNITED STATES** of **AMERICA** the *Fifty Ninth*.

BY THE GOVERNOR:

Stevens T. Mason,
Secretary of Michigan Territory, and at present acting Governor.

PHOTOSTAT OF COMMISSION TO JUSTICE ELIJAH FITCH (1799-1865)
Written and Signed by Hon. Stevens T. Mason, then Governor of the Territory
and later First Governor of the State of Michigan, dated May 22, 1835, at Detroit



ROScoe CONKLING FITCH, GREAT GRANDSON OF JUSTICE ELIJAH FITCH, JR., STANDING BESIDE THE DETROIT MEMORIAL TABLET
 At the Fort Street entrance to the Detroit Post Office, which stands on the site of old Fort Lernoult, where Lieut. John Fitch, Inventor of the Steamboat, was held prisoner by the British Commandant in 1782 after being captured by Indians and bringing the first news of Cornwallis' surrender to Detroit

the provisions of the Revised Statutes in such case made and proved, as & for the last will of the real estate of Elijah Fitch, deceased on the sixteenth day of May, 1831, in the said Surrogate's Court.

In Witness Whereof I have hereunto
set my hand & affixed my seal of
office this sixteenth day of May, 1831.
(SEAL) M. F. Delano, Surrogate."

JUSTICE ELIJAH FITCH, JR., came to Michigan in 1830 in company with his father-in-law, Lieut. Joseph Hathaway, American officer in the War of 1812. Justice Fitch came with his wife, Hannah (Hathaway) Fitch and his eldest two children, Olive Caroline and Malcolm Fitch, both born in Rochester, N. Y. He located in Salem, Washtenaw County, near Detroit. He began in true pioneer style, cutting roads to his new home and with Lieut. Hathaway, built a double log-house. Shortly after his arrival, Justice Elijah Fitch, Jr., wrote to his father in Rochester, N. Y., telling him of the productive lands to be had in Michigan. This influenced Elijah Fitch, Sr., to provide in his will that after his death his lands in New York State were to be sold and his younger children were to follow their elder brother to Michigan.

Justice Fitch is listed as purchaser of the west half of Section I, also the northeast quarter of Section II in Salem township, in the "History of Washtenaw County, Mich.," published 1881 by Chas. C. Chapman & Co. (p. 614). In 1835 he had his farm in Salem in fine condition. After a visit in May to Governor Mason in Detroit he was convinced of the wonderful future for Michigan, and looked about to enlarge his activities.

In July, 1835, Justice Fitch purchased about 66 acres in what is now the town of Brighton in the township of Brighton in Livingston County, Mich. He is mentioned in Everts & Abbott's "History of Livingston County, Mich.," published 1880, (p. 201) as one of "the original purchasers from the government of lands lying within the present limits of the village of Brighton." On page 203 of this history, Justice Elijah Fitch is mentioned as an "early merchant" of Brighton who later removed and settled elsewhere.

After purchasing the land at what is now Brighton, Justice Fitch returned to Salem, sold his farm, and removed his family and all of his personal property by ox-team to the new log-home and general store building which he had erected at Brighton. With the

proceeds of the sale of his Salem farm, he completely outfitted his general store at Brighton. His place was primarily a store, but it also provided a stopping place for travelers. He called it the "Brighton House." At Brighton, Justice Fitch continued to hold the position as magistrate under commission of Governor Mason, but there were few lawsuits in those days. He was also the first Postmaster at Brighton and the pioneers came to the Brighton House for their mail and supplies. Here the pioneers discussed politics. Justice Fitch was the Democratic leader in that section. He was also influential in the work of building corduroy roads in Washtenaw, Livingston and Oakland Counties, Mich. Justice Fitch was not only a merchant but a large land-owner as well. He enlarged his holdings and cleared a farm of two hundred and forty acres in Brighton township.

Brighton Township had at first no separate organization, but composed an important part of the township of Green Oak, and it was not until April of 1838, about three years after Justice Fitch had opened the "Brighton House" that Brighton Township was accorded a distinct existence. Brighton became an incorporated village in 1867, comprising a part of Brighton township. Justice Fitch's daughter Harriett was born May 20, 1837, at Brighton, one of the first children born in that section.

Among the settlers who came to the village of Brighton before 1840 were Malcolm and Peter Fitch, brothers of Justice Elijah Fitch and both named in the will of their father, Elijah Fitch, Sr. Malcolm Fitch was elected and served as Highway Commissioner of Brighton Township for the year 1838. He was one of the resident taxpayers in the township of Brighton in 1843 according to the assessment-roll for that year.

The early erection of a school-house in Brighton was brought about through the efforts and influence of Justice Elijah Fitch who was always a firm friend and advocate of education. His name appears on page 213 of the history previously quoted as the first Moderator of the Brighton School district for the year 1838.

A schoolhouse had been built in the upper portion of the village of Brighton prior to 1844, the building being still standing and used as a barn in 1880. This schoolhouse was located on Fitch Street which was named in honor of Justice Fitch and still retains the name. This history states that the first schoolhouse was built

before the organization of the school district which took place in 1838.

Justice Elijah Fitch was elected by popular vote Justice of the Peace for Brighton Township for the year 1840, which proves that his magistracy under his commission from Governor Mason met the public approval.

Justice Fitch and his family lived at Brighton, Mich., until 1842 when he disposed of his interests there and built a hotel and general store at Novi in Oakland County, Mich. He was also Postmaster and Commissioner of Roads at Novi. Justice Elijah Fitch's brother, Malcolm Fitch, left Brighton and died and was buried at sea in 1849 while aboard a sailing vessel on his way "around the Horn" to the "gold diggings" in California. It is not known how long Peter Fitch remained in Brighton or where he died. Malcolm Fitch had one son, Henry Fitch, who went to Chicago and became a wholesale jobber in coffee and tea and was elected a member of the Chicago Board of Aldermen. Henry Fitch died without issue but had an adopted daughter.

Malcolm Fitch, eldest son of Justice Elijah and named in honor of the latter's brother, Malcolm Fitch, was born June 22, 1830, in Rochester, N. Y., and was brought to Michigan as a babe in arms. Malcolm Fitch was in the "employ of the federal government from the age of fifteen until nineteen, having charge of the postoffice at Novi, Mich., under his father, Judge Elijah Fitch," says a biographical sketch of his life. Justice Fitch was always known as "Judge Fitch." Malcolm Fitch related many fascinating stories to his son, Judge Virgil A. Fitch, describing how the U. S. Mail was carried by horseback and stage coach in those early days of Michigan.

At the time the Michigan State Legislature approved on March 16, 1847, an act to transfer and remove the state capital from Detroit to Lansing, Mich., then covered by a dense forest, Justice Fitch invested heavily in land in Lansing and established one of the first general stores to open in the new capital. In 1847 so few were the white people at Lansing on the Fourth of July that the Indians had to be called in to help raise the liberty pole.

In 1849 he sold his store in Lansing at a good profit but retained ownership of certain real estate in the city. He then purchased a farm of one hundred and sixty acres in Ovid, Clinton County, Mich. He is listed as one of the first settlers in 1850 on Section I in the

"History of Shiawassee and Clinton Counties, Mich.," published 1880 by D. W. Ensign & Co., of Philadelphia. He then entered another one hundred and sixty acres by land warrant and later added to it until he had four hundred and eighty acres in one parcel. He had about one hundred acres of this improved at the time of his death in 1864.

Justice Elijah Fitch was County Supervisor of Ovid Township (1852-55) at a time when there were but twenty-two voters in that township, and in 1857 was elected Justice of the Peace. He had the distinction of holding this office by commission from Governor Mason and by popular election in three different counties in Michigan. In his early life, Justice Elijah Fitch was connected with the Methodist Episcopal Church and was a man who was straightforward and upright, and of immense energy and enthusiasm. He took pride in making fertile farms out of the wilderness and no man of his time in Michigan was more progressive than he or accomplished more in actual pioneer achievement.

Justice Fitch died at Ovid, Mich., on May 8, 1864, and was buried in the Fitch family plot in Maple Grove Cemetery, Ovid. His wife, Hannah (Hathaway) Fitch, died May 10, 1864, two days after the death of her husband, overcome by grief and nervous shock. She was buried by the side of her husband, to whom she had been a wonderful helpmate through life.

Justice Elijah and Hannah (Hathaway) Fitch had children:

OLIVE CAROLINE FITCH, born May 8, 1828, in Rochester, N. Y.

MALCOLM FITCH (as recorded in family Bible), born June 22, 1830, in Rochester, N. Y.

JOHN M. FITCH, born Oct. 6, 1832, in Salem, Mich.; became a prominent real estate operator of Durand, Mich. In 1880 the firm of J. M. Fitch & Son was engaged in shipping lumber ties and bark at Amber Station, near Ludington in Mason County, Mich. The business in Mason County was managed by Chester M. Fitch, the junior member of the firm.

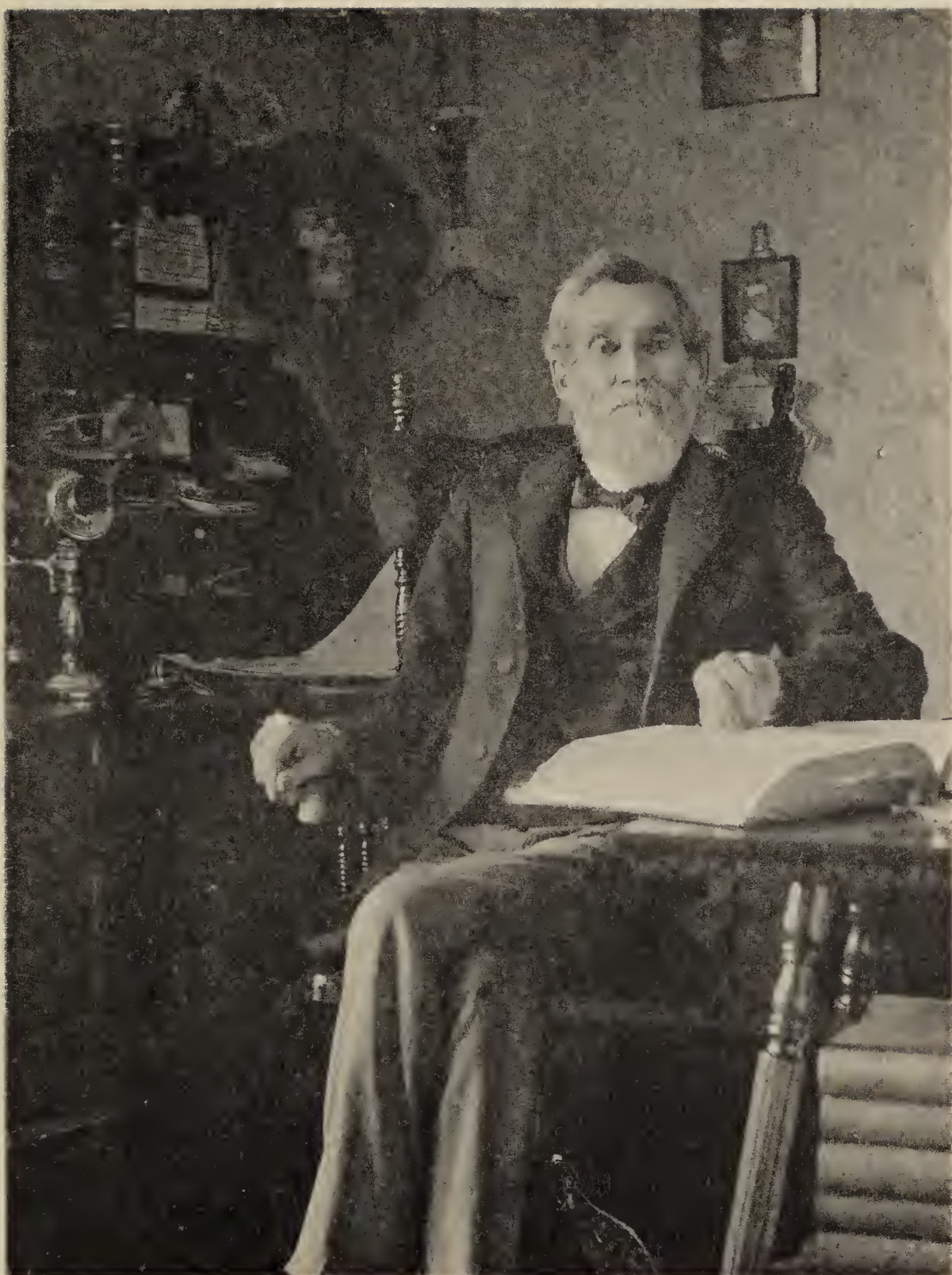
HON. ELIJAH NELSON FITCH, born Jan. 23, 1835, in Salem, Mich.

HARRIETT S. FITCH, born May 20, 1837, in Brighton, Mich.

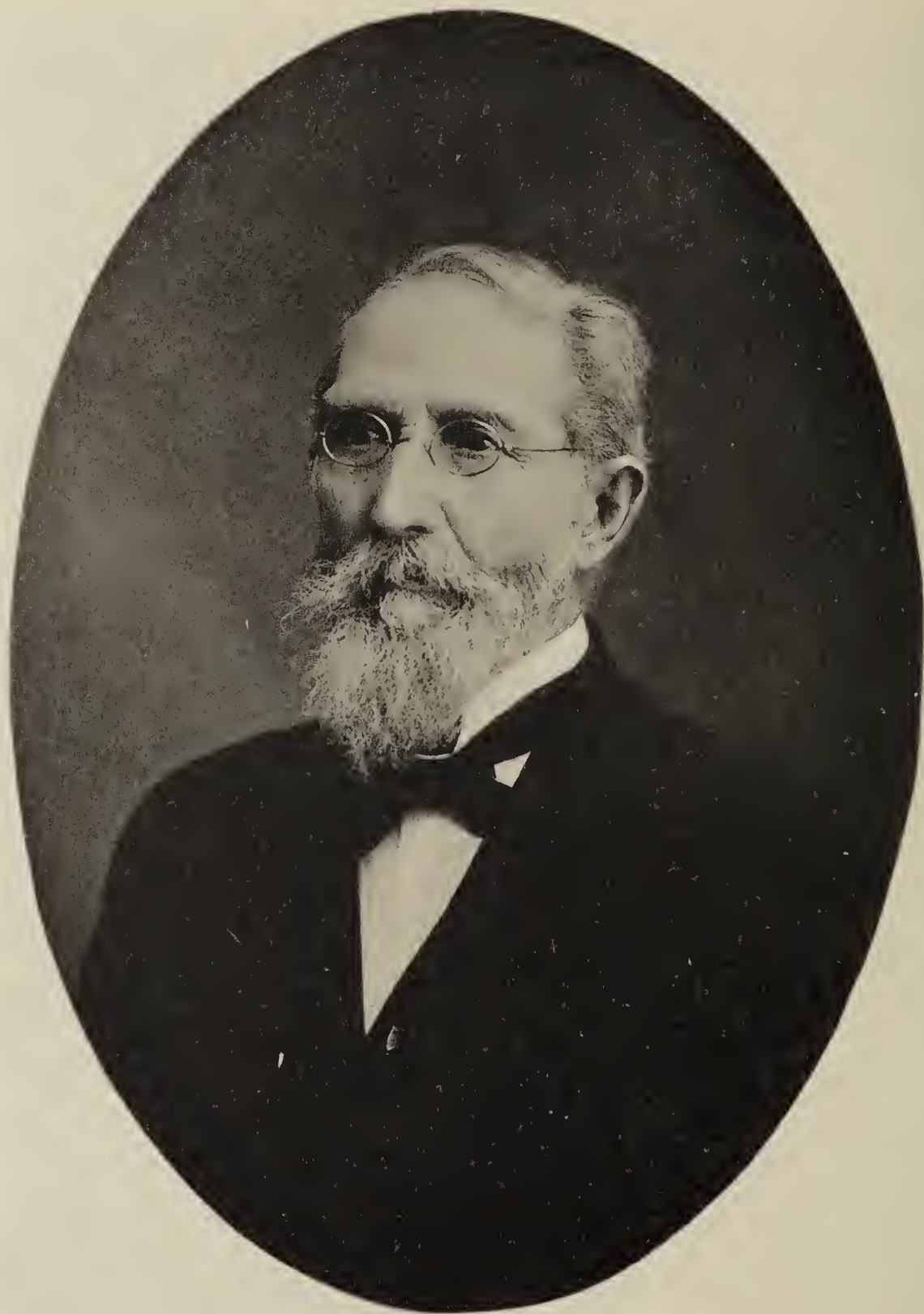
SARAH M. FITCH, born May 29, 1843, in Novi, Mich.

GEORGE NAPOLEON FITCH, born Jan. 16, 1849, in Lansing, Mich.

MALCOLM FITCH inherited his father's energy and enthusiasm. At the age of twelve under the tutelage of his father, Justice Elijah Fitch, he became a lecturer. He wrote several declamations and orations which he delivered at public gatherings. From the age of



Malcolm Fitch



E. A. Fitch

twelve to nineteen, before he took up farming in earnest, he studied Astronomy, Philosophy and classical literature. Many of his early orations have been preserved. At the same time, as a youth, he became an expert in handling six and seven yoke of oxen.

He was known as the "Boy Orator of Brighton," and when but a lad, was complimented by leading men of the state who visited the Brighton House. He was a very eloquent speaker and Judge Virgil A. Fitch inherited from his father his ability as an orator. Justice Elijah Fitch had one of the finest private libraries in Michigan and Malcolm Fitch was an inveterate reader. Justice Fitch encouraged his son in these studies pointing to his friend, Governor Mason, the "Boy Governor of Michigan" as an example for his son. But after he became active in farming, Malcolm Fitch had little time for anything else.

At the age of twenty, he took up and improved in Middlebury township, Shiawassee County, near Ovid, Mich., one of the finest farms in the state of Michigan and engaged in farming and fruit-growing for many years.

At the age of 21, he married Ruth Antoinette Minor, daughter of Linus K. Minor who was born in Springfield, Mass., about 1795, went to Riga, N. Y., and settled later in Vernon, near Durand, Mich. Between 1850 and 1870, Malcolm Fitch owned and operated the largest farm in Shiawassee County, one of the largest in Michigan at that time. He owned great herds of sheep and blooded cattle and introduced blooded herds in Shiawassee County. He exhibited at the state fairs and for years his products won many prizes. He was progressive and brought in the first McCormick reaper in the county. His farm, beautifully situated on the Maple River, comprised more than five hundred acres.

Malcolm Fitch was keenly interested in education and for many years was a director of the district schools of Shiawassee County.

Before he became active in religious activities, a portion of his farm was turned into a private race track. He owned thoroughbred horses and encouraged others to breed them.

In 1870, Malcolm Fitch joined the Methodist Episcopal Church and sold one of his farms for \$10,000 which was a good price in those days. On his remaining farms he continued fruit growing on a large scale. He made a park of a maple grove on his land near Ovid, which was called "Fitch's Grove." He engaged evangelists and held

big revival meetings, running free excursions between Detroit and Ovid and furnishing a barbecue and an abundance of food for the multitudes who came.

In character, Malcolm Fitch was of a gentle amiable disposition, incapable of a petty or dishonorable act. He was of a deeply religious nature and believed in that practical religion which gives freely to the needy, of whatever race or condition, yet "not letting the right hand know what the left doeth." Indeed in his later years he disposed of a considerable fortune in just this way.

He sold his remaining farm in the spring of 1884 and retired from active business pursuits. He and his wife then traveled through the West. Mrs. Fitch in 1888 was severely injured in a train wreck and died shortly afterwards in Chamberlain, South Dakota, and was buried in the Chamberlain cemetery overlooking the Missouri river. At the time of the accident, Mr. and Mrs. Fitch were enroute to visit their three sons, Marion Noble, Judge Virgil A. and Irving Eugene Fitch, who owned cattle ranches at that time at Chamberlain, S. D.

Malcolm Fitch gave away a considerable sum in charities. He made large bequests to build Methodist churches and wrote treatises on religious subjects, many of which were published in religious journals. One of his favorite pastimes in the later years of his life was to take a needy person into a store and tell the proprietor to "fit him out" and then pay the cost. Of course as the result of these charitable activities, he left little at the time of his death. In his late years, he made his residence in Ludington, Mich.,—he and his two brothers, Hon. Elijah Nelson Fitch and John M. Fitch, having extensive property interests in Mason County. He died Feb. 7, 1905, at Ludington, Mich.

Malcolm Fitch and Ruth (Minor) Fitch had children:

ALICE MARIA FITCH.

ESTELLA SOPHIA FITCH.

MARION NOBLE FITCH (who purchased from his uncle, John M. Fitch, the property and business at Amber Station, near Ludington, Mich.).

JUDGE VIRGIL ADOLPHUS FITCH, of whom further.

IRVING EUGENE FITCH.

GEORGE WASHINGTON FITCH.

HONORABLE ELIJAH NELSON FITCH, fourth child of Justice Elijah and Hannah (Hathaway) Fitch, was born Jan. 23, 1833, in Salem, Mich. The following facts are reprinted from an article in the "Ludington (Mich.) Daily News" of Jan. 7, 1915:

"Hon. E. Nelson Fitch, dean of the Mason County bar and one of the wealthy early pioneer residents of Mason County, died Jan. 5, 1915, at his estate on Lake Shore Drive. His memory is perpetuated in the name of Fitch Shore Road, Ludington, named in honor of the Fitch family, one of the earliest pioneer families in Mason County.

"Having graduated from the University of Michigan Law School at Ann Arbor, Mr. Fitch began the practice of law in Ovid, Mich., where his home then was. In 1857, he was married in Corunna, Mich., to Miss Jane Gould of Ann Arbor, Mich. He succeeded his father as Justice of the Peace in Ovid, Mich., being elected to the office for the years 1862-1866. (See 'History of Shiawassee and Clinton counties, Mich.,' published 1880 by D. W. Ensign & Co.)

"In 1861, Mr. Fitch enlisted in the Civil War and served one year, until he was wounded and compelled to leave the service on that account. He owned an old fashioned gold watch which was a treasured relic because it carried the mark of a rebel bullet imbedded in it. He was wont to tell of how it had saved his life by receiving the impact of the missile in the battle of Petersburg, Va., that would otherwise have pierced his heart. He was also seriously wounded in the right leg and had three toes shot from his right foot. Because of these wounds, he walked with a cane for many years."

In 1871, Mr. Fitch and his wife came to Ludington in Mason County, Mich., where he was the second lawyer to open offices in the then newly opened and thriving lumber town. Mason County was created by Act of the Michigan Legislature at the session of 1855 and named in honor of the first Governor of Michigan, Stevens T. Mason, the "Boy Governor," and close friend of Justice Elijah Fitch. The city of Ludington, Mich., was incorporated in 1873 and Mr. Fitch was appointed its first City Attorney at the first meeting of the Council. Ludington is the county seat of Mason County. (See "History of Mason County," published 1882 by H. R. Page & Co., p. 29.)

Hon. E. Nelson Fitch delivered one of the principal addresses when the new Mason County Court House was dedicated Jan. 12, 1874. He continued the practice of law at Ludington until a few years before his death. For a few years during President Grover Cleveland's administration he lived at Grayling, Mich., engaged as Receiver of the United States Land Office there by appointment

of President Cleveland. He also spent a short interval at Mitchell, S. D.

Perhaps the most notable case with which Hon. E. Nelson Fitch was concerned during those years, was as attorney for George W. Ford, who was suing for the title to a large part of the land occupied by the city of Ludington, in which suit Mr. Fitch won a partial victory for Ford and earned a \$10,000 fee, said to have been the largest fee ever paid to an attorney in Michigan at that time.

In the "History of Mason County, Mich.," published 1882 by H. R. Page & Co., it is stated, p. 48, that "the most important law suit that has occurred in connection with the history of Ludington was the famous suit between George W. Ford and James Ludington, after whom Ludington was named. This was begun in 1869, and concluded in 1876. The issue involved the title to certain lands which belonged to Ford prior to 1859, and which he claimed were not included in the conveyance to Ludington. The Pere Marquette Lumber Company as the successor of James Ludington, at last effected a settlement by the payment of a certain amount of money."

During the first ten years of their residence in Ludington, Mr. and Mrs. Fitch occupied a residence at 119 North James St. At the expiration of that time, their family having increased, Mr. Fitch purchased the extensive property on North Amelia Avenue, later named Lake Shore Drive, and built the fine white brick mansion for his children, especially for his three boys.

These hopes were cruelly shattered when in 1881, the scourge of diphtheria swept over Ludington and claimed among many other victims, the three boys, upon whom the father's hopes were built. It all happened within a few days and the tragedy changed the color and the trend of his life.

Mr. Fitch was too much of an optimist and of too sunny a temperament to be cast down by grief. He soon turned for solace to literary pursuits, especially to the investigation of religious subjects of which he was a profound student. For several years previous to his death, he was engaged upon an exhaustive interpretation of the scriptures, which he proposed to send to the publishers as soon as completed.

He found great pleasure, too, in his garden, especially in his flowers and delighted in showing them to his friends. So great was his passion for the beautiful in nature that no sketch of his life would be complete without the mention of it.

Mr. Fitch had great faith in the future of Ludington and the vicinity as desirable summer homes for wealthy people. He donated the site for the Ludington Country Club, fronting on Lake Michigan, and in appreciation, the Board of Directors voted Mr. and Mrs. Fitch honorary life memberships. He laid out a portion of his large estate on Lake Shore Drive to be sold for summer residences and called it Linlook Park. This is now one of the most beautiful colonies of summer homes in the vicinity of Ludington, and is situated on heights overlooking Lake Michigan.

Upon matters of public welfare, Mr. Fitch could always be found on the right side. Politically, he was a Democrat like his father, of the Jeffersonian type, and loyally upheld the principles of and rejoiced in the successes of that party. He was elected Prosecuting Attorney of Mason County in 1879 and served several years. He was the nominee of the Democratic Party in 1910 for Circuit Judge of the 19th Judicial District including several counties in Western Michigan which were overwhelmingly Republican and he lost the election by a few votes to the Republican incumbent. He was County Supervisor of Lincoln Township, Mason County, for several terms.

He was a life-long and honored member of the Masonic Order and the Ludington Chapter, G. A. R.

E. Nelson Fitch had nine children, eight of whom died without issue. His daughter, Juanita B. Fitch married her cousin, Irving Eugene Fitch, brother of Judge Virgil A. Fitch, and had children now living, E. Nelson Fitch of Philadelphia, Pa., Mrs. Edward Gatke of Chicago, Ill., and Malcolm Fitch of San Francisco, Calif.

JUDGE VIRGIL ADOLPHUS FITCH was born May 21, 1860, on his father's farm in Middlebury township, Shiawassee County, Mich. Just prior to his birth, his father's aunt, Mrs. Sally (Fitch) Williams, sister of Justice Elijah Fitch, and her son, Brigadier-General Adolphus W. Williams of Lansing, Mich., visited at his father, Malcolm Fitch's farm. As a result of this visit, Virgil Adolphus Fitch was given his first name after the immortal Roman scholar and his second name after his second cousin, General Williams, who was breveted Brigadier-General, U. S. Volunteers, on March 13, 1865, "for gallant and meritorious service" during the Civil War. In April, 1861, Governor Austin Blair of Michigan appointed the then Colonel Williams one of the four members of the State Military Board and he served

until June when he left for the field at the head of the second Michigan Infantry Regiment.

Judge Fitch was educated in the schools of the district, the Ovid High School and the Spring Arbor Seminary. Following his graduation from the latter institution, he visited his uncle, Hon. Elijah Nelson Fitch at Ludington, Mich., and there witnessed the wreck, off the Ludington shore on Lake Michigan, of the "John Rutter." This was a four-masted barge in command of Captain Jerry Simpson. The ship went down on the night of Oct. 31, 1878, and the crew had to climb high into the rigging to escape the waves that washed over the sunken hull. The morning of Nov. 1, 1878, presented a scene that will never be forgotten by the people of Ludington. Judge Fitch wrote a poem describing the almost miraculous rescue of the crew. This poem, entitled "Sunset on the Stranded 'Rutter'" was published in Judge C. G. Wing's "History of Mason County, Mich.," and John Fitzgibbon in his column, "Gossip from the State Capitol" in the Detroit News, Jan. 30, 1927, said:

"Poets have always been rare in Michigan's Legislatures, but the present session has one. He is Representative Virgil A. Fitch of Ludington. Law is his profession and his years are 67. First elected a law-maker in 1919, he became Prosecuting Attorney of his county in 1922, then back to the Legislature in 1925. He calls writing his recreation. His first efforts were prose—historical sketches of the Ludington district. Then he got the knack of turning out sketches in verse. He can produce a poetical historical sketch and a prose sketch with equal facility.

"One of these is 'Sunset on the Stranded "Rutter,"' being the story of the foundering of the four-masted sailing ship, 'John Rutter' off Ludington, on the night of Oct. 31, 1878, with a cargo of 60,000 bushels of corn and rye. As a young man, Rep. Fitch was one of the crowd on Ludington beach when a rescue tug went to the 'Rutter.' For his heroism, the captain of the tug was awarded a medal by Congress. The master of the 'Rutter' was Capt. Jerry Simpson, a decade later a Populist Representative in Congress for the Medicine Lodge district of Kansas, where he attracted nation-wide notice as 'The Sockless Statesman of Medicine Lodge.' The story was that he participated in sittings of the national House without socks, explaining that the farmers of his district were so 'hard up' that they could not afford socks and he was no better off than his sockless farmer con-

stituents. Here are the stanzas of the 1927 Michigan legislative poet's story of the foundering of the 'John Rutter.' "

SUNSET ON THE STRANDED "RUTTER"

By HON. VIRGIL ADOLPHUS FITCH

Their names in bronze, lest we forget
Our own longshoremen true
Who left the harbor once to save
Brave "Sockless Simpson's" crew.

Young Harbaugh lived to tell the tale
Of how he reached the shore
Now Lake View children wonder why
"The white wings" are no more.

'Twas in the fall of seventy-eight,
The harvest days were o'er;
To leisure bent in youthful joy
I lingered on the shore.

Toward the hungry East
From the prairies of the West
White-winged fleets were dancing
The skyline water's crest.

The raw and gusty weather
Had lasted many-a-day
And the sailors in distress
Were tacking for the bay.

I saw a ship go down at sea
Off "Ludington-on-the-Lake"
It strewed its treasures on the deep
Like grain in the farmer's wake.

The raging sea was white with foam
For miles outside the strand
And combing billows came to shore
And crept far up the land.

The angry waters leaped on high
The winds bore down the main
At sixty miles an hour or more
It was a hurricane.

The ship had lost its rudder
And had listed in a trough
When two-score volunteers steamed out
To throw the cargo off.

Captain Caswell with his tug
No stouter heart than he
Convoyed the workers to the ship
Careening in the sea.

Then the moon went down
And the storm witch squalled
And landward and seaward
The fog-horn called

Till an eagle saw
In its piney nest
Dim lights go out
In the inky West

All through the watch with Newberg
The valiant crew had worked
The waves had washed the mizzen shrouds
But not a man had shirked.

When lo! a cry, "We're sinking"
Went ringing through the craft
Then sea nymphs danced upon the decks
And chattering sylvans laughed.

The mate had called for volunteers
To close the hatch below;
Jack Hounsel and his fearless sire
Outran the overflow.

'Twas Captain Jerry Simpson
Who manned that fated craft;
Good "Sockless Jerry Simpson,"
The bravest man afloat.

'Tis true he went to Congress
To command a "ship of state,"
But the way he manned the 'Rutter'
Made him already great.

He cheered the boys in the rigging
As his barge sank in the wave,
And the morning found them clinging
Above a watery grave.

There were boys out in the rigging
And mothers on the shore,
And God was in his Heavens
Above the tempest's roar.

How well do I remember
That time and time again
Lines were shot from booming mortars,
Falling short upon the main.

How life boats manned with sailors true
Were thrown back on the sand,
'Till it seemed as if the sea gods
Were fighting with the land.

How the heart fought with the waters
'Till the billows found a foe
That will live in future story
As long as the seas do flow.

How on that awful sunset,
When the city was in despair,
A Judge (Judge Haight) who looked thru nature
Planned a fleet to go out there.

To the capital of the Nation
The startling news had sped;
"Take out the tug brave Kendrick,"
A lightning message said.

"Throw me a line," spoke Sterling,
"With the Judge and Doc and Dewar
I'll lash a scow on the lee of the wreck
And make the chances sure."

How that tug flew out the harbor,
Moving like a thing of life,
Towing a scow and life-boat
Out through the water's strife.

Young Morgan's at the helm on the life-boat,
McFay has the oar near its prow,
Costello's with Kendrick and Cummings,
Me-thinks I see them now.

Rising in the golden sunset,
Sinking as if for breath,
Living again by the sunken ship
To rob the wreck of death.

No pageant of the ocean grand
No deed where armies meet
On the land or in the Navy
Out-glows that gallant feat.

For a golden sun in a silver sea
Throws a halo o'er the spray,
Glorifying all our sailors
On the Lakes and in the Bay.

Then hurrah for the gallant tug,
For the hearts in the life-boat, too,
Braving old Neptune's yawning teeth
To rescue the 'Rutter's' crew.

For Sterling, Dewar, Shorts and Haight
Silhouetted against the sky,
Enshrined heroes of that day,
Your deeds will never die.

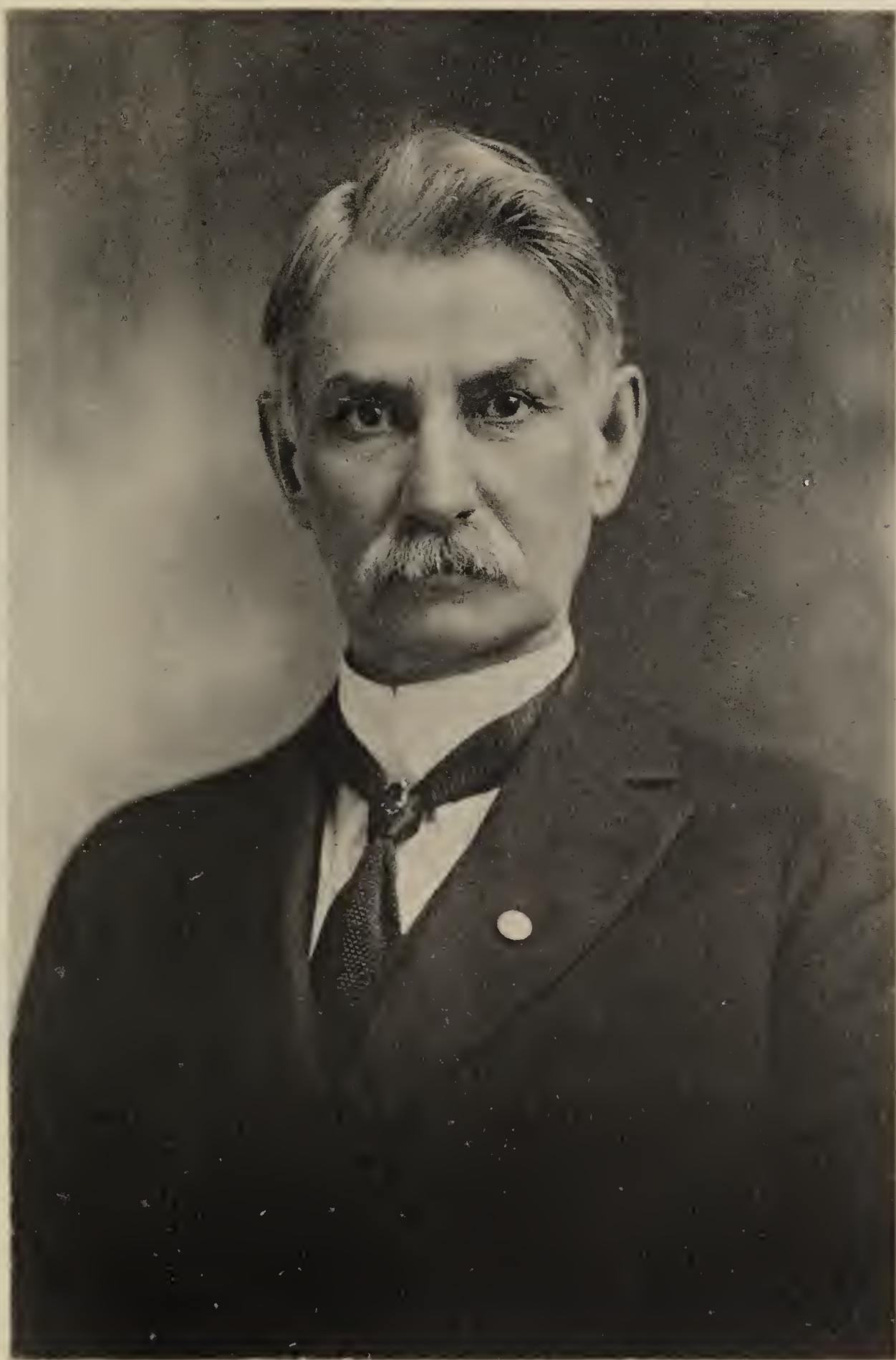
Great steamships ply and go
And "white wings" are no more,
For the sailor of ye' olden time
Is on the farther shore.

Judge Fitch graduated from the law department of the University of Michigan and was admitted to the practice of law at the age of twenty-one years. The same year he went to Chamberlain, S. D., and in a spirited campaign was elected Territorial Judge for Brule County, Dakota Territory, by a margin of one vote. His campaign was managed by his friend, Senator Herbert F. Baker, later a prominent Republican leader of Michigan and known as the "Cheboygan Bearcat." The parade celebrating his election was led by the "Drummer Boy of the Rappahannock," of Civil War fame.

Later Judge Fitch spent some years in the Pacific Coast states and was admitted to the practice of law in California, Texas, and Utah. He became General Counsel of the International Company of Mexico with main offices in San Diego, Calif. This company leased several million acres in Mexico and Lower California from President Diaz and also laid out the Coronado Beach development at San Diego. Judge Fitch was "El Capitan" of several overland caravan expeditions to Mexico City where he went to negotiate with the Mexican Government on behalf of his company.

Judge Fitch was an enthusiastic traveler in his younger years and visited practically every state in the Union and many parts of Mexico and Canada. He never went abroad, being a firm believer in the sentiment, "See America First."

He had an ambition to become an orator. Realizing a considerable income from his California and Mexican interests, he made it a practice to make long journeys from San Diego to places where he had noted in the newspapers that famous orators and national leaders were scheduled to speak. These were the days when people traveled hundreds of miles by horseback or wagon to hear Senator Roscoe Conkling or other great orators make an address or plead a court case. Judge Fitch carefully studied their poise and delivery in order to improve his own platform style. In these trips he met many of



Virgil A. Fitch



HON. VIRGIL A. FITCH
(Father)

MRS. VIRGIL A. FITCH
Holding infant son,
ROSCOE CONKLING FITCH

MALCOLM FITCH
(Grandfather)

the great men of national prominence and in public life. As he had traveled extensively, he had many fascinating stories to tell—and told them vividly—and could recite long passages from Shakespeare. Judge Fitch was a welcome companion and often entertained these men—tired from the day's exertions—at their hotels in the evening. His personal memoirs would furnish a history of the West of that period and the men who developed it.

He later invested in mines in Utah, which resulted in a loss. After this, he returned to San Diego and became interested in the San Cedros Island Mining Company operating a gold mine on San Cedros Island, Lower California. He contributed many articles and poems describing his experiences in Mexico and the Western states to Pacific Coast newspapers.

A news item reporting arrivals at San Diego, May 12, 1890, read: "Passengers on the steamer Crescent City, which arrived from Cedros Island loaded with gold ore mined under the charge of Judge Virgil A. Fitch, Assayer for the Cedros Island Mining Co."

Having acquired a fair competence, he returned eastward in 1893 and attended the World's Fair in Chicago. Following this, he made an extensive trip through the eastern states, visiting all parts of the country which he had a desire to see. He then resumed the practice of law in Michigan and became City Attorney of Scottville in Mason County.

In 1897, Judge Fitch was Democratic nominee for the office of Prosecuting Attorney of Mason County but was defeated. He was several times a delegate to Democratic state conventions. Later he became a Republican in order to actively support McKinley for President. In 1901 he was admitted to practice in the United States Circuit Court and in the United States District Court at Grand Rapids, Mich.

In 1906 he moved from Scottville to Ludington where his uncle, Hon. E. Nelson Fitch, was recognized as one of the foremost attorneys in that part of the state, and there continued his legal practice. In 1912 he was appointed by President Taft as Federal White Slave Administrator, Western Michigan district, and served until the Congressional appropriation was exhausted.

In 1914 he was elected City Justice of Ludington on the Republican ticket, serving two terms of four years each. After the world War, he served as Field Inspector for Mason County of the U. S.

Treasury Department, acting in securing aid for wounded veterans of the World War.

In 1922 he was elected Prosecuting Attorney of Mason County, serving two years. He was elected a member from Mason County in the Michigan House of Representatives for three terms, serving six years, during sessions of 1919-1920-1925-1926-1927-1928. He has served as chairman of important committees of the House and acquired a wide reputation as an orator. He has many times been a delegate to Republican State Conventions. Judge Fitch, like his earlier relative, Major James Fitch II noted patron of Yale University, has always been a champion of the people's rights.

During the years 1924-1930, Judge Fitch has been Chairman of the Citizens' Military Training Camps Committee for Mason County, under appointment by Colonel Phelps Newberry of Detroit, Mich., Civilian Aide to the Secretary of War for Michigan, and son of former U. S. Senator Truman H. Newberry. During the World War, Judge Fitch was active in the Liberty Loan drives and in support of government activities. In 1918, he volunteered for service as a Judge-Advocate with the American troops in France and his application received the endorsement of prominent state and national Republican and business leaders. The Armistice took place soon after Judge Fitch's application was filed with the War Department.

Judge Fitch is a member of the Mason County Bar Association, Michigan State Bar Association, Michigan Pioneer and Historical Society, etc., and is recognized as one of the leaders of the Republican Party in Western Michigan.

Judge Fitch married June 27, 1902, at Scottville, Mich., Effie Boss, daughter of Cornelius Boss, lumberman, and granddaughter of Lutge C. Boss of Grand Haven, Mich., who served in the Civil War. He emigrated to America from Holland with Rev. Albertus Van Raalte, D. D., and settled in Ottawa county, Mich., in the winter of 1846-7.

Judge Virgil A. and Effie (Boss) Fitch had children:

(1) ROSCOE CONKLING FITCH, born March 11, 1903, at Scottville, Mason County, Mich., of whom further.

(2) VIRGINIA EFFIE FITCH, born Feb. 14, 1904, died Sept. 4, 1905, at Scottville.



Eng. by E.G. Williams & Bro. N.Y.

Roscoe Denbigh Fitch

(3) VIRGIL ADOLPHUS FITCH, JR., born Jan. 14, 1905, at Scottville, graduate Ludington High School, 1924, Chief Warrant Officer in 1929, U. S. C. G. Destroyer "Terry," Brooklyn Navy Yard, New York.

(4) PAUL L. FITCH, born Nov. 27, 1906, at Scottville, graduate Ludington High School, 1925, connected in 1929 with the Detroit Edison Co., Detroit, Mich.

(5) MARION BOSS FITCH, born May 25, 1908, at Ludington. Died March 25, 1910, at Ludington.

(6) ELIZABETH RUTH FITCH, born May 7, 1916, in Ludington.

(7) VERNON MINOR FITCH, born Jan. 11, 1923, in Ludington.

ROSCOE CONKLING FITCH, born March 11, 1903, eldest son of Judge Virgil A. Fitch, was named in honor of the late U. S. Senator Roscoe Conkling of New York, eminent statesman, orator and advocate, whom his father knew personally and greatly admired for his fearlessness in standing alone on questions of national policy when he considered his stand was for the public good. While a pupil, eleven years of age, in the Lake View grammar school, he contributed articles on school activities to the Ludington (Mich.) Daily News. While attending Ludington High School, G. H. D. Sutherland, editor of "The Daily News," made him high school reporter for the paper. In January, 1919, he went to Lansing with his father as page to Hon. Thomas Read of Shelby, Mich., Speaker of the Michigan House of Representatives. He organized and was elected Speaker of "The Third House" composed of the pages. They conducted "mock" parliamentary sessions in the legislative chambers after the regular sessions and invited prominent men to address the meetings, including former President William Howard Taft and Governor Albert E. Sleeper of Michigan. At the close of the legislative session, Governor Sleeper presented him with a largeframed autographed photo.

In the fall of 1919, after serving the previous winter as a page at Lansing, he re-entered Ludington high school with his class after making up his back credits by tutoring through the summer. He became captain of the Ludington High School debating team which won several inter-city debates, and during his attendance was an officer in a number of high school organizations. During that winter he was at Reed City, Mich., with the Ludington high school team which had just won a debate taking the affirmative side in support of

Compulsory Military Training, when he received an invitation by wire to represent his father at the Lincoln Club banquet in Grand Rapids, Mich. He attended the banquet at the Pantlind Hotel and heard a very able address by Major-General Leonard Wood, later Governor-General of the Philippines, whose campaign for the Republican nomination for President of the United States was then being launched.

After the banquet, as a boy of sixteen, he was taken by State Senator Merle H. DeFoe of Charlotte, Mich., Republican leader of the Michigan State Senate at that time, to General Wood's private suite and introduced to the General as "Speaker of the Michigan Third House." General Wood talked with him for fifteen minutes on the subject of Compulsory Military Training, giving him valuable pointers for his next debate. In the campaign which followed for designation as the Republican presidential nominee in 1920, he had charge of the distribution of General Wood's campaign literature in Mason County, Mich.

While in high school he wrote a sketch entitled "Character Delineation of George Washington, Father of Our Country," which was published in several newspapers in Michigan on Washington's Birthday. He secured several of his high school credits through courses with private tutors.

During the summers he was successively caddie, caddiemaster and Secretary of the Epworth Heights Golf Club and Assistant Secretary of the Ludington Country Club. During the summer of 1920, at the age of 17, he had complete charge of the Epworth Heights Golf Club nine-hole course, operated by residents of the Epworth Heights summer colony; was chairman of the tournament committee of the Lincoln Hills Golf Club 18-hole course at Ludington, organizing several successful inter-city tournaments, and conducted a daily column of Epworth Heights social news in the Ludington Daily News. During that summer, he organized a team of young golf stars from the Epworth Heights summer colony to play in the Michigan State Resorters' Golf Tournament at Muskegon, Mich. One of the members of this team, called the "Four Musketeers," won the tournament and took the cup back to Ludington.

At the close of the summer of 1920, Arthur E. Andersen of Chicago, head of Arthur Andersen & Co., Certified Public Accountants, and president of the Epworth Assembly, governing body of the

Epworth Heights summer colony, offered him a position as clerk in his Chicago office, in the Harris Trust Building, with an opportunity to "grow up" with his organization.

He went to Chicago with Mr. Andersen and secured the required number of credits to graduate from high school by attending night school during the fall semester at Crane Technical High School, Chicago. At the beginning of the second semester in January, 1921, he entered night classes at the School of Commerce of Northwestern University in Chicago, the main campus being located in Evanston, Illinois. After qualifying as a freshman, he organized an independent coalition ticket and engaged in a strenuous campaign in the election for class offices. Although the other candidates on the coalition ticket were defeated, he ran ahead of his ticket and was elected Vice-President of the Freshman class by a margin of a few votes.

In June, 1921, he returned to Ludington and formally graduated with his class from Ludington High School. That summer he continued in charge of the Epworth Golf Club under the direction of Mr. Andersen, who continued as President of the Epworth Assembly. In the fall he returned to Chicago, resumed his connection with Arthur Andersen & Co. as office junior-accountant and continued to attend night classes at Northwestern University School of Commerce. He again returned to Ludington the following summer and in September, 1922, entered the College of Liberal Arts of Northwestern University as a full-time student on the Evanston campus.

He remained as a student in Evanston for one year being at the same time connected with the "Evanston News-Index," and the following fall, in September, 1923, he went to Detroit as Staff Correspondent for the "Detroit Times" and during that winter attended night classes at the Detroit College of Law for one year. He was given his position on "The Times" by Hon. Henry A. Montgomery, then City Editor and now (1929) Editor-in-chief of the paper.

The following year he left the "Times" and spent one year and a half touring the Western states. During this absence from Detroit, he worked in various capacities as staff correspondent, sports editor, dramatic critic, movie editor and political writer on different newspapers in Denver, Col., Los Angeles and San Francisco, Calif., Reno, Nevada, Salt Lake City, Utah, Casper, Wyo., and Toledo, Ohio. While in Casper, employed on the Casper Daily Tribune, J. E. Hanway, owner of the paper, assigned him to organize and conduct a

state-wide publicity campaign for the Wyoming Airways Corporation. This campaign was very successful and encouraged thousands of people in Wyoming to take their first ride in an airplane. Several successful tournaments and exhibitions were held and no one was injured during the entire month's campaign.

The purpose of his travels was to gain experience. He returned to Detroit and resumed his position on the "Detroit Times," conducting several important political investigations for the paper. He earned a reputation as a keen observer of political events. He left the "Times" after another year and became Detroit editor of the "Americana" magazine. He then branched out for himself, writing for magazines and other publications in which profession he is now engaged.

During his sojourn in the West, he was elected a member of the Denver Press Club and the San Francisco Press Club.

Roscoe Conkling Fitch is the owner of a very valuable library including practically all of the volumes handed down by his great-grandfather, Justice Elijah Fitch, the complete law library of his great-uncle, Hon. Elijah Nelson Fitch, including several hundred volumes and also a collection of several hundred volumes which he gathered himself, a feature of which is a collection of practically all published writings by Fitch authors and books pertaining to members of the Fitch Family and the family history. He is continuing privately his law studies commenced at Northwestern University and the Detroit College of Law and plans later to take the Michigan State bar examination.

In high school he was an officer of the Ludington High School Cadet Corps and while attending Northwestern University was an officer in the Reserve Officers' Training Corps, and is a firm advocate of an American Army and Navy equal to that of any other nation as the most effective means of National Defense.

He was one of the prime movers in the organization of a national and international Fitch Family Association and was elected the first Secretary-Treasurer of the Association at a meeting held Dec. 4, 1928, in the office of Francis Emory Fitch, Inc., in the Fitch Building, 138 Pearl Street, New York City. Winchester Fitch, Esq., was elected the first President and John Knowles Fitch, First Vice-President of the Fitch Family Association.

He is at present a member of the New England Historic Gene-

alogical Society, Honorary Member of the Fitchburg, (Mass.) Historical Society, Corresponding Member, New York Genealogical and Biographical Society, member of the Connecticut Historical Society, the Detroit Historical Society and the Michigan Pioneer and Historical Society.

Roscoe Conkling Fitch is a director and largely interested in the Fitch Investment Syndicate, Limited, a private investment trust with office on the fifth floor of the Fitch Building, New York City.

He resides at 3000 East Grand Boulevard, Detroit, Mich., and Ludington, Mich.

CHAPTER XII.

SOME FITCH AUTHORS AND OTHER PROMINENT DESCENDANTS OF REV. JAMES FITCH I OF NORWICH, CONN.

In this chapter an attempt has been made to assemble brief biographical sketches of Fitch authors and some of the other more prominent descendants of Rev. James Fitch I of Norwich, Conn., whose names are not mentioned elsewhere in connection with special chapters. The writer does not claim that this chapter contains the name of every Fitch deserving of special mention. The information contained here is presented as it was brought to his attention through correspondence or in connection with his researches. It is hoped that the genealogy of all the Fitch branches will be connected up in time for the later volumes which it is planned to issue. The writer will be glad to receive information or biographical data concerning any member or branch of the Fitch Family.

REV. ALBERT PARKER FITCH, D. D., educator; born Boston, March 6, 1877, son of Henry Hubbard and Elizabeth Anne Frances (Smith) Fitch, and a descendant of Rev. James Fitch of Norwich, Conn. A. B., Harvard, 1900; B. D., Union Theol. Sem., 1903; D. D., Amherst, 1909, Williams Coll., 1914; m. Flora May Draper of Brighton, England, June 4, 1903. Ordained Congl. ministry, April 9, 1903; pastor First Church, Flushing, Long Island, 1903-05, Mt. Vernon Church, Boston, 1905-09; president Andover Theological Seminary, Cambridge, 1900-17; professor history of religion, Amherst College, 1917-23, Carleton College, 1924-27; minister Park Avenue Presbyterian Church since 1928. Beecher lecturer at Yale, 1919-20; member Delta Upsilon; honorary member Harvard Chapter Phi Beta Kappa, 1911; member Academy Polit. Science, National Institute Social Sciences, Club Harvard of Boston. Author: *The College Course and the Preparation for Life*; *Religion and the Undergraduate*; *Can the Church Survive in the Changing Order?*; *Preaching*



TWO VIEWS (1929) OF THE PICTURESQUE FITCH HOMESTEAD IN FITCHVILLE, CONN.



CHAPEL ON FITCHVILLE, CONN., ESTATE BUILT BY ASA FITCH, ESQ.
Where many descendants of Samuel Fitch and his wife, Mary (Brewster) Fitch,
were interred. It is now (1929) a Baptist Church

and Paganism; None So Blind. Address Park Avenue and 85th Street, New York City. (From Who's Who in America, 1928-1929.)

DR. ALLEN E. FITCH (Dr. Allen E.⁷ Fitch, Ebenezer,⁶ Avery,⁵ Nathaniel,⁴ Elisha,³ Capt. Jeremiah,² Rev. James¹), a son of Ebenezer Avery Fitch, was born May 15th, 1854, on his grandfather's place ten miles from Albany, New York, and in the same house in which his father was born.

He was educated in Albany and graduated from the Albany Medical College in 1879, and from the Medical School of the University of New York in 1880. He practiced medicine in New York for more than thirty years, and was examiner of lunacy for the city of New York for twenty years.

He is a member of the Academy of Medicine, The Neurological Society and the Society of Alumni of Bellevue Hospital.

Dr. Allen E. Fitch married, 1889, Adelaide Brown, daughter of Mr. and Mrs. Henry LaGrange Brown of Williamsport, Pa. Their children are: Marion LaGrange Brown, Diantha Allen and Katharine R. Fitch. Res. (1929) 16 East Ninety-sixth St., New York City.

ANDREW MASON FITCH (Andrew Mason⁶ Fitch, Gurdon,⁵ Capt. Andrew,⁴ Pelatiah,³ Samuel,² Rev. James¹), was born at Cherry Village, Otsego County, New York, March 15, 1815, son of Gurdon and Hannah (Peck) Fitch. His grandfather, Andrew Fitch, was Captain of the Fourth Connecticut Infantry in the War of the Revolution.

His parents removed to Cleveland, Ohio, in 1826. He there received a common school education, after which he entered Norwalk Seminary in 1834. He was ordained a Deacon in the Methodist Episcopal Church in 1838 and an Elder in 1840. He held pastorates at Lima and Toledo, Ohio, and was then called to Michigan, where he was pastor of churches at Monroe, Adrian, Detroit, Jackson, Ann Arbor and Grand Rapids, and Presiding Elder of the Marshall District. February 16, 1842, he was appointed Regent of the University of Michigan and served the full term of four years. From 1851 to 1856 he was Financial Secretary of the Western Seamen's Friends Society, and, from 1856 to 1861 was United States Indian agent for Michigan. For many years he was a Trustee of the Wesleyan Seminary and of its successor, Albion College. He served for a time on

the School Board of Albion. He was married in 1841 to Cornelia Chittenden of Adrian, who died in 1858, leaving three children; William Mason, Emma Chittenden (Mrs. Sackett), and Cornelia Abby. In 1862 he was married to Susan C. Searles of Newark, N. J. He died at his home in Albion, Mich., January 8, 1887. (From History of the University of Michigan by Burke Aaron Hinsdale, LL. D., 1906.)

ASA FITCH, ESQ. (1787-1865) OF FITCHVILLE, CONNECTICUT (Asa,⁵ Colonel Asa,⁴ Stephen,³ Capt. Jeremiah,² Rev. James¹), was born April 30, 1787, at Bozrah, Conn., son of Col. Asa Fitch, who served in the Revolution, and Susannah (Fitch) Fitch. Col. Asa Fitch was the proprietor of the old iron-works at the place where his son, Asa, founded Fitchville, Conn. Asa Fitch, Jr., was the only one of nine brothers and sisters who never married.

Few persons had a more eventful life than Asa Fitch, Jr., who was known as Asa Fitch, Esq., to distinguish him from his father. As a youth he was pallid and slender, often prostrated by sickness, a difficulty that clung to him through life. Sustained by his mental energy, he tried in succession study at an academy in Lebanon, a clerkship in Norwich, and a mechanical trade, but broke down after each experiment.

At the age of eighteen, in the hope of invigorating his constitution by a sea-voyage, he embarked as a passenger in the brig "Walter," Capt. Brown of New Haven, bound on a fishing and trading voyage to Green Island, Newfoundland, and Europe.

He landed from this vessel at Lisbon, Portugal, just before the news reached that city of the battle of Trafalgar and the death of Lord Nelson, that is, in October, 1805. Finding the climate of southern Europe favorable to his health, he went from Lisbon to Alicante, Spain, and at first obtained employment in the office of the American consul. He remained nearly ten years in Alicante, occupied in mercantile affairs; coming home on a short visit in 1809, to establish some commercial relations, and gradually acquiring the reputation of a substantial merchant.

In 1814, he removed to Marseilles and there established a commission and banking house that soon became known and recognized as a link in the chain of commerce between France and the United States. It was patronized by the French Government at the outset. While at Alicante, Mr. Fitch had accommodated several of the royal



Asa Fitch

ASA FITCH, ESQ. (1787-1865), FOUNDER OF FITCHVILLE, CONN.



SCENIC VIEW OF FITCHVILLE, CONNECTICUT

Photo was taken from the road showing gateway and grounds of the estate of the late Asa Fitch, Esq.

exiles in certain monetary affairs, and now that they had returned to power, they displayed a commendable appreciation of his courtesy. He was welcomed to the best society in Europe, and often entertained at his table in Marseilles, nobles, statesmen and literary men of the first reputation in the country.

Being joined by his brother, Douglas Fitch, and his nephew, William D. Lee, the house took the firm name of Fitch Brothers & Co. Vessels from most of the large ports in the United States were consigned to this house. They were also agents of the U. S. Navy, furnishing supplies and making payments to the government vessels in the Mediterranean. They executed orders from America for the purchase of French goods, and had correspondents in the United States to receive consignments of French produce from the merchants and manufacturers in France. In this round of business, important interests were involved.

In 1828, Mr. Fitch left Marseilles and returned to America, in order to take charge of the affairs of the house on this side of the Atlantic. On the voyage he came near death through the entire prostration caused by continued sea-sickness and never afterwards could he be induced to cross the ocean. In New York, his office with the sign of Fitch & Co., was in Exchange Street. Here he embarked in a large real estate investment, purchasing several lots on Broadway, New and Exchange Streets, upon which he subsequently erected stores, the rents of which were like a bank of wealth to the proprietor.

Withdrawing gradually from personal attention to the details of business, Mr. Fitch at length retired to his native place, near Norwich, Conn., and during the last twenty-five years of his life devoted himself assiduously to the laborious improvement of a naturally rough and forbidding country district. Sitting down by the side of the old iron-works where his father and his elder brother had wrought, he built a mansion-house, a cotton-mill, a grist-mill, a church, a village which was named Fitchville in his honor, and purchased farm after farm, until his domain could be measured by miles, expending in these various plans and operations six or seven hundred thousand dollars.

A characteristic of Mr. Fitch was his ceaseless activity. In body and mind he was alike energetic and alert. It was owing to this, and to his rigid attention to diet and regimen, that he lived so long, bear-

ing up under complicated infirmities, and accomplished the great task of founding a town. He was wonderful in planning, construction and laying-out work.

Fitchville, Conn., occupies the site of the old Huntington Iron-Works, established by Nehemiah Huntington and Capt. Joshua Abel in 1750. The mill, the church, the village, the mansion house with its superb floral adornments and umbrageous walks were at the time of the death of Mr. Fitch, the central treasures of a domain extending two or three miles on all sides. Lippincott's "Gazeteer of the World," 1905 says:

"FITCHVILLE, CONNECTICUT, a post-village of New London, 2 miles W. of Yantic Station."

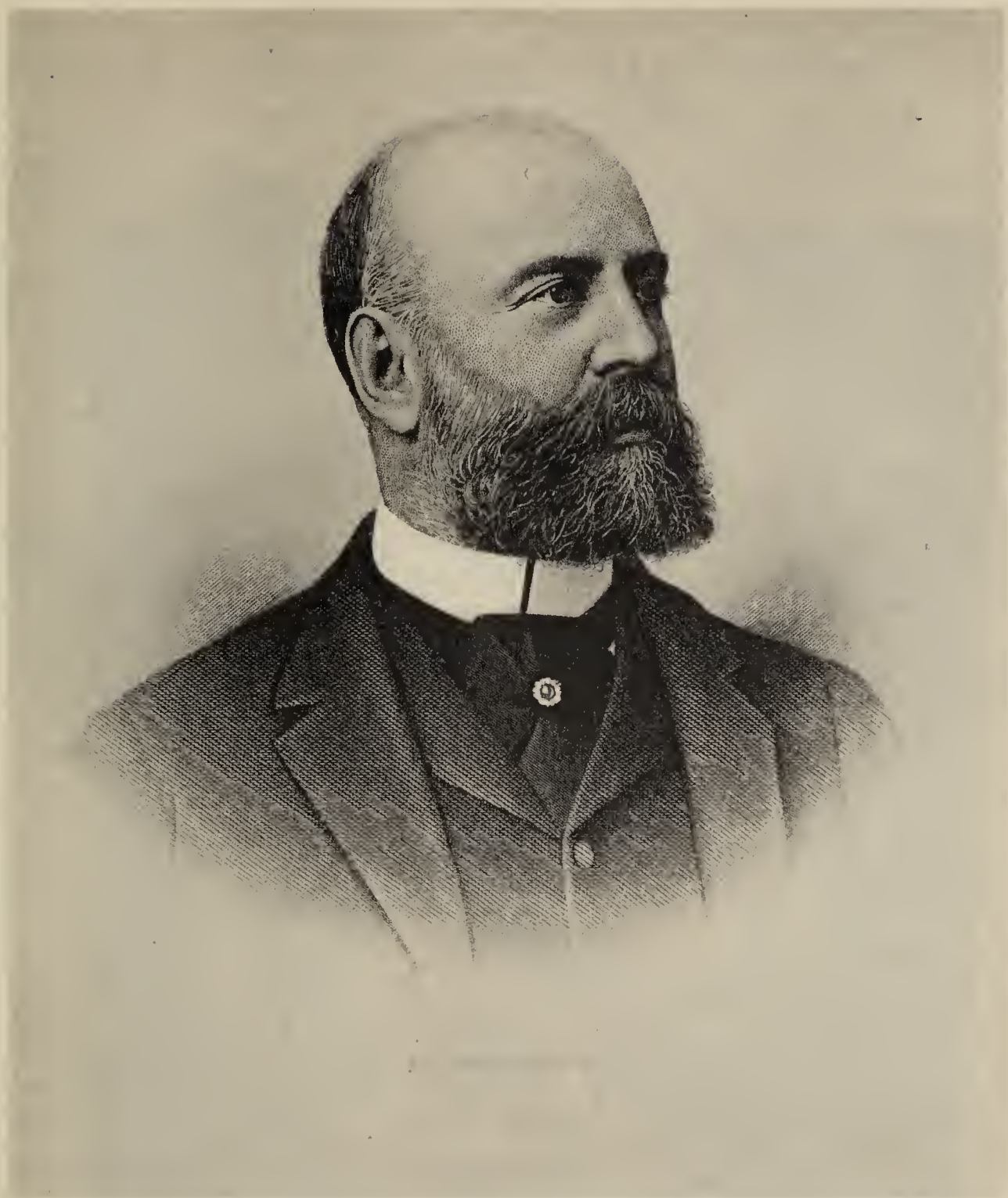
Asa Fitch was a descendant through both parents from the Rev. Mr. Fitch, the first minister of Norwich, of whose parish Fitchville was once a part. The house of worship built by Mr. Fitch was dedicated Aug. 4, 1852. A church was organized Dec. 1, 1854. Through the liberality of Mr. Fitch during his life time, ministers were provided for this church. Beneath the church edifice was the Fitch vault, to which place the remains of Col. Asa Fitch, Mr. Asa Fitch and various members of the family were removed.

Asa Fitch, Esq., died Aug. 19, 1844, and his brothers and sisters inherited his estate.

CONGRESSMAN ASHBEL PARMELEE FITCH (Ashbel Parmelee Fitch,⁷ Edward,⁶ Jabez, Jr.,⁵ Jabez,⁴ Isaac,³ Capt. Nathaniel,² Rev. James¹), a Representative from New York; born in Moores, Clinton County, N. Y., October 8, 1848; attended the public schools of New York, Williston Seminary, East Hampton, Mass., and the Universities of Jena and Berlin, Germany, and Columbia College law school in New York City; was admitted to the bar in November, 1869, and practiced in New York City; elected as a Republican to the Fiftieth Congress and as a Democrat to the Fifty-first, Fifty-second and Fifty-third Congresses, and served from March 4, 1887, until December 26, 1893, when he resigned; comptroller of New York City, 1893-1897; died in New York City, May 4, 1904.

BENJAMIN FRANKLIN FITCH, 1st (Benjamin Franklin⁷ Fitch, 1st, Sanford,⁶ Thaddeus,⁵ Jeremiah,⁴ Capt. Abner,³ Capt. Jeremiah,² Rev. James¹), was born at Olmsted, Ohio, September 3, 1842.

The father of Benjamin Franklin Fitch, 1st, Sanford Fitch, was a



Ashbel P. Fitch

CONGRESSMAN ASHBEL PARMELEE FITCH (1848-1904) OF NEW YORK

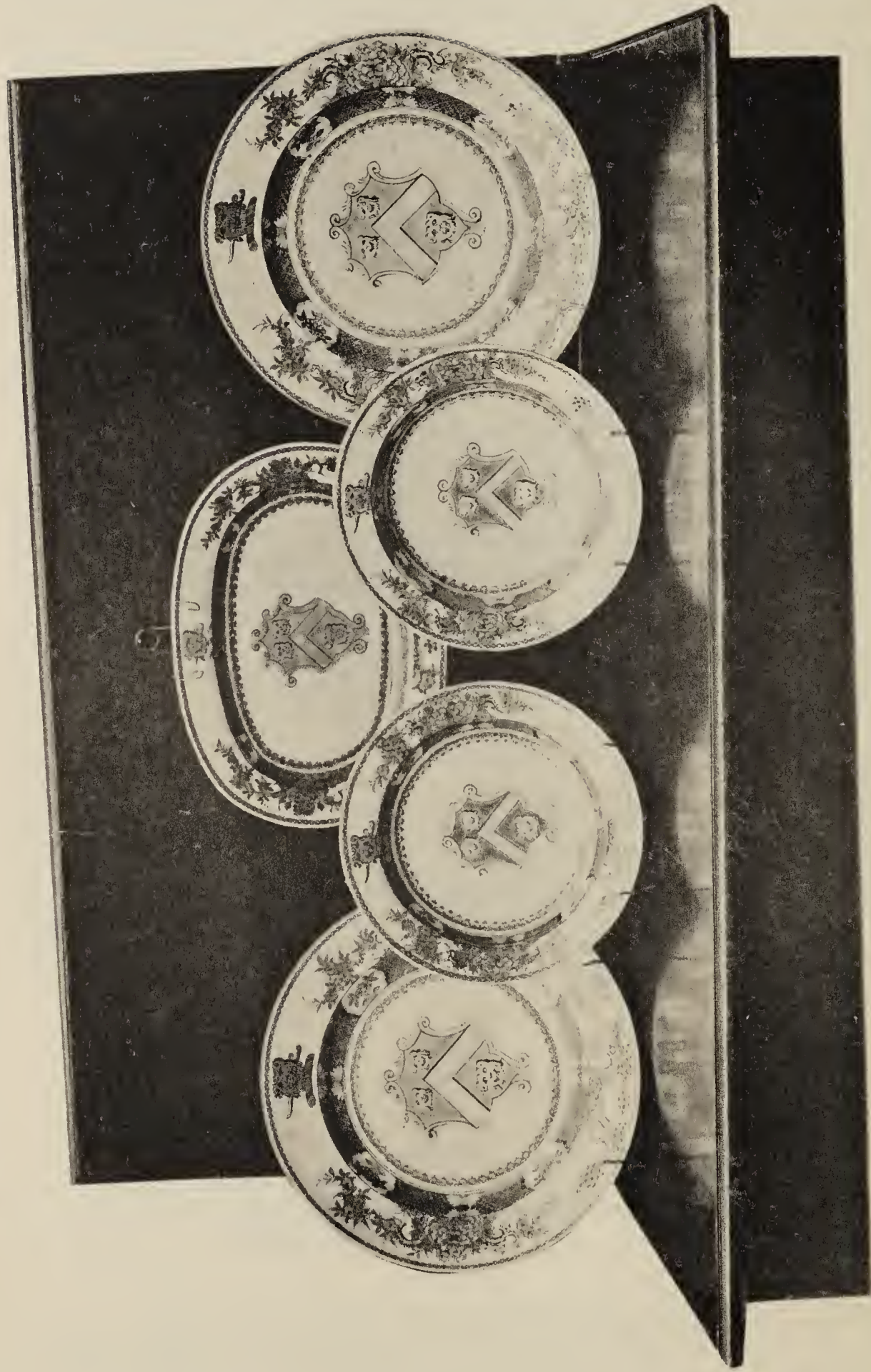


PHOTO OF FITCH ARMORIAL NANKIN CHINA, DATE ABOUT 1730,
Which was owned by William Fitch, Esq., of Danbury Place, Essex, Governor of Bengal in India, and whose
portrait appears in this book. This china, which was described in Sir Algernon Craig's book on "English
Armorial China," is now the property of Mrs. Ashbel P. Fitch, II., of Quogue, Long Island, N. Y.

leader in the group of settlers of the Western Reserve, having owned what is now the western part of the City of Cleveland, Ohio. Benjamin Franklin Fitch, 1st, received his rudimentary education in the public schools of Olmsted. He attended Oberlin College in 1858, and left there to join the Union Army. In 1866 he began his successful career as a merchant in Louisville, Ky. In 1868 he married Miss Florence Emily Wilson of Louisville and had three children: Nellie Halbert Fitch (Mrs. J. P. Singleton of 27 Washington Square, New York, N. Y.), Clara Fitch, and Benjamin Franklin Fitch, 2nd.

Mr. Fitch possessed the traits of character exhibited by the great merchants of the East. Believing in hard work, he did what less successful men left for others to do, and he was so well known that his name was a familiar household word in the city. At the time of his death at the age of 37 years, judging from the ability and business tact displayed, it is not unreasonable to suppose that an after career might have been as brilliant as that of many of the merchant princes of the East.

For six years, Mr. Fitch held the position of Vestryman in St. Andrews Protestant Episcopal Church and was a leader among men with a vision for the betterment of his city—Louisville.

Mr. Fitch died July 29, 1879, in Louisville, Ky.

BENJAMIN FRANKLIN FITCH, 2nd, (Benjamin Franklin,⁸ Fitch, 2nd, Benjamin Franklin Fitch,⁷ Sanford,⁶ Thaddeus,⁵ Jeremiah,⁴ Capt. Abner,³ Capt. Jeremiah,² Rev. James¹), was born in Louisville, Ky., March 2, 1877, son of Benjamin Franklin Fitch, 1st, and his wife, Florence Emily (Wilson) Fitch. He was educated and started his business career in that city. He ultimately gravitated into the transportation field, and was the originator of unit container service in public carrier usage.

His experimental installation, inaugurated May 25, 1917 at Cincinnati, Ohio, was in 1919 ordered extended by the United States Railroad Administration to complete co-ordination of Cincinnati railroad terminals for relief of congestion during the war period. He has been a prolific patentee in the field of the container art.

He is (1929) President of the Motor Terminals Company, New York City, an engineering and financing organization, and also President of The Cincinnati Motor Terminals Company, the operating medium of all railroads at Cincinnati, Ohio.

His organization and club affiliations are: Managing Director

and member of the Executive Committee of the New York Board of Trade; Society of Terminal Engineers; New York Railway Club; New York Traffic Club; Pendennis Club of Louisville, Ky.; Queen City Club of Cincinnati, Ohio; and Indian Harbor Yacht Club of Greenwich, Conn.

His office (1929) is at 25 Broadway, New York City, and his residence and that of his mother, Mrs. Benjamin Franklin Fitch, 1st, is at 80 Dayton Place, Greenwich, Conn.

REV. CHARLES NEWTON FITCH (Charles Newton Fitch,⁷ Newton,⁶ Solomon,⁵ Deacon Joseph,⁴ Elisha,³ Capt. Jeremiah,² Rev. James.¹

He was born at Geneva, Ohio, Jan. 25, 1846; B. A., Oberlin College, 1869, Union Theological Seminary, 1869-70, Oberlin T. S., 1871-72; ordained Congregational Church, Cornwall, Conn., May 20, 1874; N. and W. Cornwall, Conn. (min.), 1873-81; Norwalk, Ohio (min.), 1881-82; Wauseon, Ohio (min.), 1882-84; Spencerport, N. Y. (min.), 1885-89; State Supt. Cong. S. S. and Pub. Soc., 1889-97; Milbank, S. Dak. (min.), 1897-1901; S. Kaukauna, Wis. (min.), 1901-04; Lainsburg, Mich. (min.), 1904-05; N. Cornwall, Conn. (min.), 1905-17; New York City (res.), 1917, 342 West 56th St., New York City. (No further record.) (From Biographical Record of the Divinity School of Yale College, Printed by Tuttle, Morehouse & Taylor, 1873.)

DR. CLIFFORD PENNY FITCH, D. V. M. (Clifford Penny Fitch,¹⁰ Menzo,⁹ Hial,⁸ Erastus,⁷ Henry,⁶ Daniel,⁵ Benjamin, Jr.,⁴ Dea. Benjamin,³ Samuel,² Rev. James¹), veterinarian; born Sanquoit, N. Y., July 1, 1884; son of Menzo and Cora Lilian (Penny) Fitch; B. S., Hamilton College, Clinton, N. Y., 1906, M. S., 1909; D. V. M., Cornell, 1911; married Florence Lily Adams of Utica, N. Y., July 15, 1911; children: Alva Farnham, James Adams, Asst. in Bacteriology, N. Y. State Vet. College. Cornell University, 1909-11; instructor bacteriology, 1911-13; asst. prof., 1914-16; prof., 1916-17; prof. animal pathology and bacteriology and chief, division of veterinary medicine, University of Minnesota since 1917; member Am. and Minn. Veterinary Medical associations, Am. Public Health Assn., Soc. Am. Bacteriologists, A. A. A. S., Alpha Gamma Pho, Signa Xi, Phi Beta Kappa, Gamma Sigma Delta, Alpha Zeta, Republican, Songlist Club; Camput author (with V. A. Moore) Bacteriology and Diagnosis,



B F Fitch

BENJAMIN FRANKLIN FITCH I (1842-1879)
Of Louisville, Kentucky



B. F. Fitch II

BENJAMIN FRANKLIN FITCH II (1877-)
Of New York City and Greenwich, Conn.

1914; contributing editor *Cornell Veterinarian*; home 2111 Knapp St., St. Paul, Minn. (From *Who's Who in America*, 1928-1929.)

COLONEL ELEAZER FITCH, son of Joseph Fitch of Lebanon, and grandson of Rev. James Fitch of Norwich, Conn., born at Lebanon, Conn., on Aug. 29, 1726, was the head of a very prominent and popular household in Windham, Conn., at the period succeeding the French and Indian Wars.

Colonel Eleazer Fitch was remarkably distinguished in person, being six feet, four inches in height, and three hundred pounds in weight. He was called "the best looking officer in the American Army." He was also noted for social attractions and elegant accomplishments. He had inherited an ample estate; enjoyed superior educational and social advantages, graduated from Yale College, 1743, was a lawyer and was especially distinguished for musical taste and acquirement and appreciation of art and literature. His stately mansion, built in 1769 on Zion's Hill, Windham, was one of the most beautiful residences in Eastern Connecticut. Here many daughters, distinguished like their father, grew up and took their place in society.

The following sketch is reprinted from Miss Larned's "History of Windham County, Conn.," and is introduced here to show how the Fitches took different sides in the Revolution.

"At an early age, Col. Eleazer Fitch, entered public life, serving as a Colonel in the French war, aiding in the negotiation of the Delaware purchase, and later securing the position of High Sheriff of Windham County.

"During the time of his office of High Sheriff of the county while the Revolution was in progress, Col. Fitch, who loved his royal master, King George III, and hated violent demonstrations of the patriots, had the temerity to assert, 'that the Norwich and Windham people had acted like scoundrels in their treatment of those who failed to take an active part in the patriot cause.' The people thus stigmatized came together in anger, and though they did not lay violent hands upon one so honored and beloved, they showed their displeasure by resolving that they would administer tar and feathers to anyone 'who should aid said Fitch in any way,' and so his wheat and grass were left standing, and considerable trade withdrawn from him.

"Having served in the French war under the commission of King George, a sense of honor and loyalty forbade him to turn against his master and former comrades. Friendly ties also attached him to the British army. His fine taste was shocked by the roughness and bluntness

of the ardent patriots, their vehement denunciations and violent onslaughts outraged his sense of justice; and yet his official position; his business and family connections; and his true regard for his own countrymen, made open opposition impossible. Therefore he remained silent among the general hubbub, and did not affiliate with either the patriots or loyalists.

"Due to the high position of Colonel Fitch, and his personal popularity, he was saved from inspectorial visits, which were common at the time. 'Everybody loved Colonel Fitch,' and hoped that he might be won over to the popular sympathies. Most earnest efforts were made by his former business partner, Governor Jonathan Trumbull (in the great mercantile firm of Trumbull, Fitch & Trumbull) and other prominent patriot leaders, to overcome his scruples and induce him to endorse their cause. Windham's forbearance toward Colonel Fitch was exceptional as it was scarcely safe for a resident or visitant of this belligerent township to be suspected of the slightest leaning toward Toryism.

"After the remonstrance of friends, the forbearance of opponents, and the personal promise by Washington of high position in the patriot army, had failed to win him to their cause, the people of Windham were still loath to proceed against Colonel Fitch, and he was allowed to retain his high office until citizens of another town, unbiased by personal affection, asked that Capt. Jabez Huntington be appointed High Sheriff of Windham County, Conn., in place of Colonel Fitch, which was done.

Colonel Fitch married in 1746, Amy Brown and had (1) Anne, who married her father's second cousin, Major Ebenezer Whiting, youngest son of Lieut. Charles Whiting and Elizabeth Bradford, a descendant of Governor William Bradford and of John Alden and Priscilla Mulline of the "Mayflower." (2) Elizabeth, married Ebenezer Backus of Norwich, Conn. (3) Amy, married first William Temple of Boston and second Colonel Isaac Clark of Castleton, Vt. (4) Thomas Mason Fitch. (5) Philena. (6) Henry. (7) Sarah, married Hezekiah Perkins of Norwich, Conn. (8) Mary. (9) Christopher. (10) Frances, married Bela Backus of Windham, Conn. (11) George. (12) Lucy, married Lebbeus Larribee of Windham, Conn.

"In Sept. 1783, Colonel Fitch and his family were among the band of exiles which left New York for St. John's, N. B., Canada. Though not absolutely forced from Windham, Conn., Col. Fitch could not longer remain in his old home with any degree of comfort. The personal prestige that had so long shielded him from ill treatment passed away with the lapse of years. The new generation growing up forgot his past services and position, and thought of him only as an enemy to his country and the patriot cause. It was difficult to obtain supplies for his family. Ardent Sons of Liberty, had decreed 'that no mills should grind for, no merchant sell goods to, a Tory.'

"Colonel Fitch was now watched, guarded, and subjected to vexations and ruinous persecution. Being broken in spirit, health, and fortune, nothing was left for him but to withdraw from Windham and spend the remainder of his days in hopeless exile, the unhappy victim of misplaced loyalty and too chivalrous devotion to an unworthy sovereign."

Colonel Eleazer Fitch died in 1796 at Chambly, Canada.

The origin of the name of Fitch Bay, Stanstead County, Quebec, has not been established. It is presumed that the town was founded by a descendant of Colonel Eleazer Fitch or the family of one the other Fitch Royalists who moved to Canada during and after the Revolution.

Lippincott's "Gazetteer of the World," 1905, says:

"FITCH BAY, QUEBEC, CANADA, a post-village of Stanstead Co., Quebec, on a long arm or bay of Lake Memphremagog, 7 miles NNW. of Stanstead. Pop. about 500. The banking point is Rock Island."

REV. ELEAZER THOMPSON FITCH, D. D. (Rev. Eleazer Thompson,⁶ Capt. Nathaniel,⁵ Deacon Eleazer,⁴ Ebenezer,³ Major James,² Rev. Mr. James¹), was born January, 1791, at New Haven, Conn., son of Capt. Nathaniel⁵ and Mary (Thompson) Fitch.

He was prepared for college by Henry Davis (Yale, 1796), says Franklin Bowditch Dexter, in "Yale Biographies and Annals, 1805-1915." His scholarship in college was distinguished, and at graduation he delivered an oration on Ancient and Modern Poetry. He had united with the college church at the beginning of his Junior year.

After graduation he was the principal of an academy, until he succeeded his classmate Goodrich, for a few months in 1812, as Rector of the historic Hopkins Grammar School in New Haven.

In the fall of 1812 he entered the Andover Theological Seminary, where he completed the full course of three years, and remained pursuing advanced studies, assisting the Professor of Homiletics in instruction, assisting Jeremiah Evarts in editing the "Panoplist," and preaching, until recalled to New Haven by his election in July, 1817, to the office of Professor of Divinity in the College, which had been vacated by the death of President Dwight.

His ordination and installation took place on November 5, the sermon being delivered by the Rev. Dr. John Elliott (Yale 1786), a

member of resident graduates in theology, and this led him to urge on the authorities, in April, 1822, the appointment of an additional theological instructor. This resulted in the organization of the Yale Divinity School. With this school he was actively connected for nearly forty years, with the title of Acting Professor of Sacred Literature for two years (1822-24), or until the appointment of Professor Josiah W. Gibbs (Yale 1809), and with that of Lecturer on Homiletics from 1824 to 1861.

As the Livingston Professor of Divinity his main duty was the supply of the College pulpit, though he was also responsible for instruction in Natural Theology and the Evidences of Christianity. Pastoral duty was uncongenial to him, because of constitutional shyness; but this deficiency was supplied by his classmate, Professor Goodrich, and by others of the Faculty. In the difficult post of College preacher he maintained himself with credit.

In July, 1852, his growing infirmities induced him to resign his office as Professor, while retaining his appointment as Lecturer in the Divinity School for nine years longer. He died in New Haven on January 31, 1871, at the age of 80.

He was married on November 12, 1817, by the Rev. Samuel Merwin, to Elizabeth Lucia, the only child of Joseph Lucius Wooster (Yale 1781), of New Haven. She died on August 30, 1821, in her 27th year.

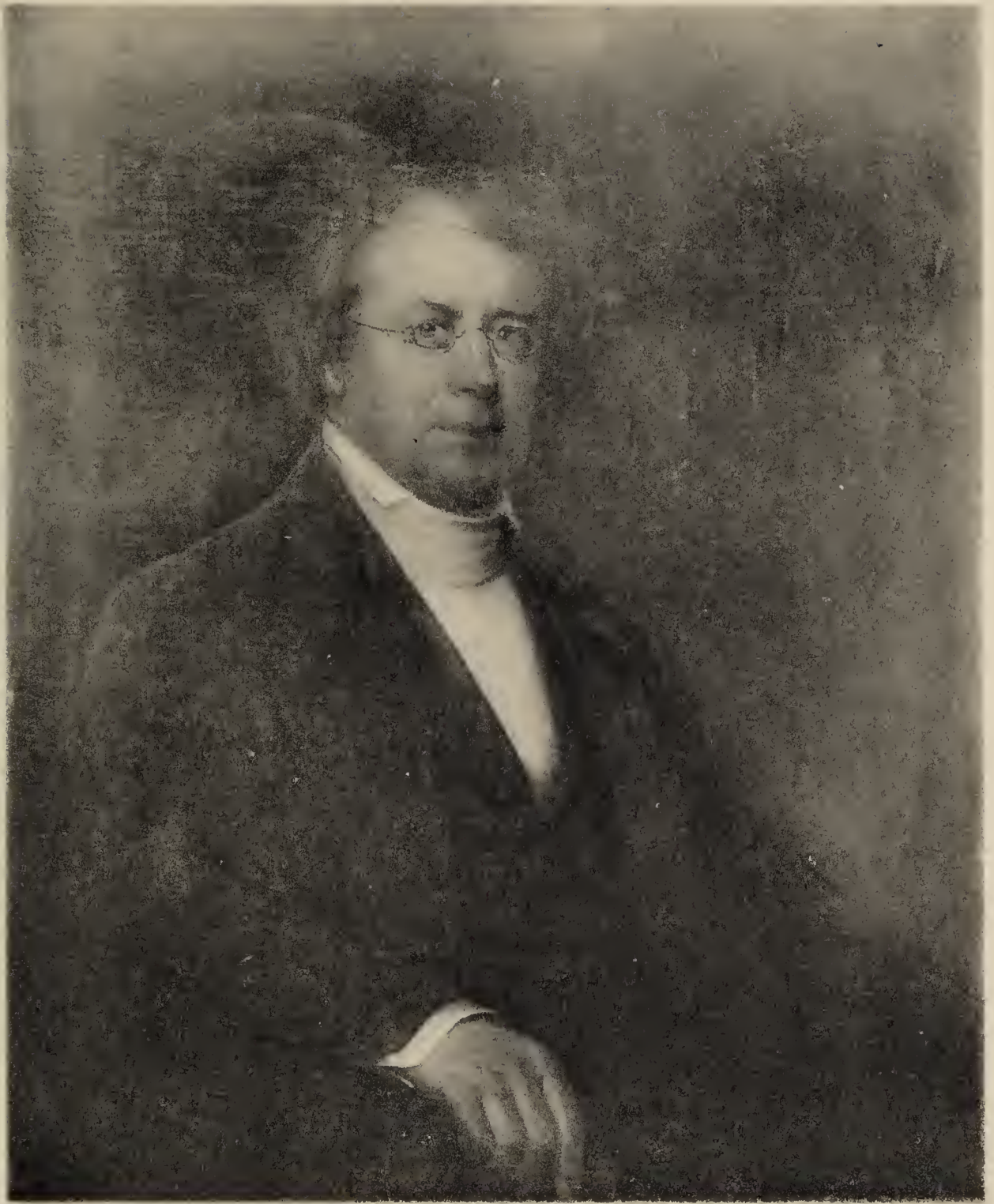
He next married, on Sept. 5, 1822, Susan Augusta, the seventh of eight daughters of Joel and Eleanor (Strong) Root, of New Haven, who died after four years of continued illness, on October 2, 1846, in her 47th year.

He was next married by the Rev. Dr. Withington (Yale 1814), on January 6, 1848, to Mary Coffin, daughter of Micajah Lune, of Newburyport, Mass., who died in Newburyport on March 21, 1893, in her 91st year.

His children, by his first wife, were one daughter, who died in infancy, and one son, Lucius W. Fitch (Yale 1840).

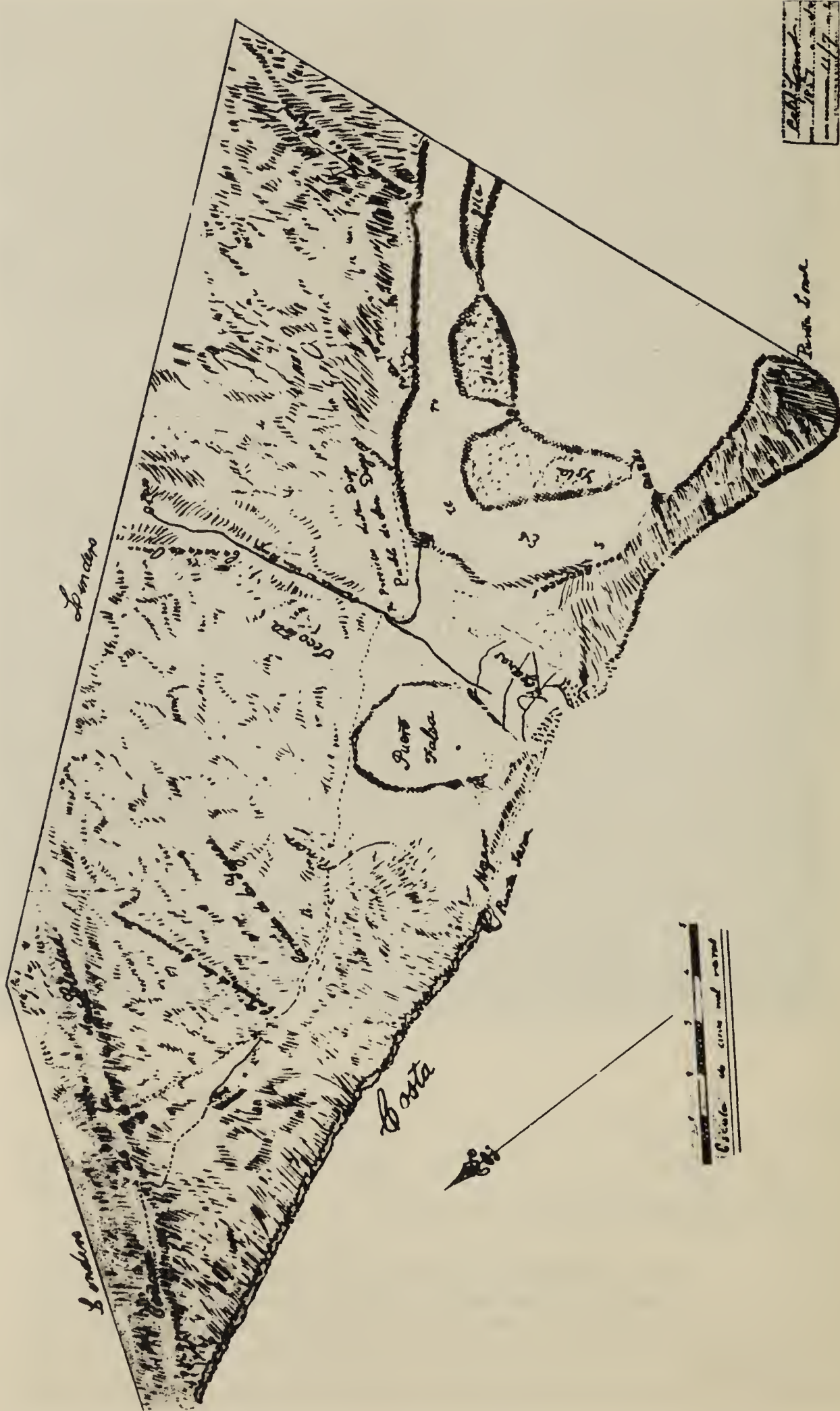
Professor Fitch received the honorary degree of Doctor of Divinity from the University of Pennsylvania in 1828. His portrait owned by the Divinity School of Yale University, is a copy of one painted in 1855.

Dr. Fitch presented an unusual combination of high qualities. As has been truthfully said of him, he was a theologian, a meta-



Eleazer Fitch

DR. ELEAZER THOMPSON FITCH (1791-1871)
Founder of the Divinity School of Yale University
(The oil painting is owned by the Divinity School of Yale University)



CAPT. HENRY DELANO FITCH'S FIRST MAP OF SAN DIEGO, CALIFORNIA

He was the first city attorney and laid out the City of San Diego, California. Here is a photo of his map of San Diego made in 1835. Fitch Street was named in his honor. All titles are still referred to the Fitch map.

(Courtesy of Herbert R. Fitch, San Diego, Calif.)

physician, a preacher, a poet, and a musician. He also possessed rare mechanical skill and was a lover of nature to an unusual degree. Probably in the extent and variety of his faculties, he was the most remarkable of the remarkable group of men thus connected with Yale college; but a certain nervous sensibility interfered constantly with the free use of his powers, and limited both his productiveness and his continued power of work. The earlier years of his occupancy of the College pulpit were his best years. Many of his sermons were published after his death by his son, Lucius W. Fitch.

REV. MR. ELIJAH FITCH, A. M. (Rev. Mr. Elijah,⁴ Capt. John II,³ Capt. John I,² Rev. James¹), clergyman and author, was born in Windham, Conn., in 1745. He was graduated at Yale in 1765, and entered the Congregational ministry and was pastor at Hopkinton, Mass., from 1771, until he died in the seventeenth year of his ministry. He was the author of a long poem, entitled, "The Beauties of Religion, a Poem addressed to Youth," in five books. The motive of this poetical effort is thus set forth by the author: "The design of these essays is to paint religion in her native beauties. They are principally intended for youth, to give them just views of religion, and to persuade them to love and practice it. The subject required me to study perspicuity more than elegance, and truth more than poetical embellishments."

He also wrote a short poem, "The Choice," both being published in one volume (1789). Harvard conferred upon him the honorary degree of A. M. in 1770. He died at Hopkinton, Mass., Dec. 16, 1788.

ELIZABETH HUNTER FITCH (Elizabeth Hunter Fitch,⁷ James,⁶ Gurdon⁵ Fitch of Cleveland, Ohio, Capt. Andrew,⁴ Pelatiah,³ Samuel,² Rev. James¹).

Elizabeth Hunter Fitch was born Dec. 15. 1862, at Cleveland, Ohio. She is author of "Autobiographies, Memoirs, Letters and Journals in Case Library, Cleveland, Ohio, Arranged by Elizabeth H. Fitch, Assistant Librarian, Cleveland, 1910." Residence (1929) Upland Farm, Williamstown, Mass.

EZRA CHARLES FITCH (Ezra Charles Fitch,⁷ Capt. Ezra,⁶ Capt. Ezra,⁵ Ebenezer,⁴ Deacon Benjamin,³ Samuel,² Rev. James¹), mfr.; born Bremen, Germany, July 19, 1847, son of Ezra and Auguste A.

C. (Fedeler) Fitch; father a native of Conn. and a sea captain; ed. pub. schs. Worcester, Mass.; m. Helen Louise Stevens; children: Mary Louise (Mrs. Frank Northen) Conover, Ezra Charles (Deceased), Helen Louise (Mrs. Julius P. Fairchild). Has been connected with the Waltham Watch Co. since boyhood; became manager New York office, 1872; was placed in charge of manufacturing plant at Waltham, Mass., 1883; Pres. Waltham Watch Co., 40 years, then chairman of the board and now vice president of the company. Home 1120 Beacon St., Brookline, Boston, Mass., and "Riverhouse," Manchester-by-the-Sea, Mass. (From Who's Who in America, 1928-1929.)

HON. FERRIS SMITH FITCH, JR., (Hon. Ferris Smith Fitch, Jr.,⁹ Hon. Ferris Smith Fitch, Sr.,⁸ of Fitchburg, Ingham County, Mich., Hubbard,⁷ Ephraim,⁶ Joseph,⁵ Benjamin,⁴ Deacon Benjamin,³ Samuel,² Rev. James¹).

Hon. Ferris Smith Fitch, Jr., was born Feb. 1, 1853, at Fitchburg, Ingham County, Mich., son of Hon. Ferris Smith Fitch, Sr., and Emma (Bailey) Fitch. His father removed from New York to Michigan in 1848, founded the town of Fitchburg, Mich., and served as a Representative in the Michigan Legislature, 1853-1855, and as a township Supervisor.

Lippincott's "Gazetteer of the World," 1905, says:

"FITCHBURG, MICHIGAN, a post-village of Ingham Co., Mich., about 17 miles N. E. of Jackson. Population about 75."

Hon. Ferris S. Fitch, Jr., married Aug. 3, 1882, Lettie M. Humphrey, who died Feb. 27, 1895.

Mr. Fitch graduated at the University of Michigan in 1877. He was acting President of Smithson College, 1877-8; Principal of the High School and Superintendent of Schools at Pontiac, Mich., 1877 to 1890. In 1890, he was elected Michigan State Superintendent of Public Instruction as a Democrat. He was Supt. of the Michigan exhibit at the Chicago World's Fair and compiled a "Catalogue of the Public Schools, Michigan, Board of World's Fair Managers, Exhibit of the State of Michigan showing the work of the Public Schools, arranged alphabetically by Cities and Villages, 1893."

Mr. Fitch established and published the "Oakland County Post" (Michigan), 1890-1895. He was Chancellor of the University of Arizona, 1902-3.



G. K. Fitch

GEORGE KENYON FITCH (1826-1906)
Of San Francisco, pioneer newspaper publisher of California

Mr. Fitch was a close friend of the late Hon. Woodbridge N. Ferris, Governor and U. S. Senator of Michigan. Senator Ferris named his third son, Phelps Fitch Ferris, as a courtesy to Mr. Fitch.

Mr. Fitch's children were Constance, Marjorie, and Major Ferris Humphrey Fitch, prominent Detroit attorney.

PROFESSOR FLORENCE MARY FITCH (Florence Mary Fitch,⁸ Rev. Franklin Solomon,⁷ Martin,⁶ Solomon,⁵ Deacon Joseph,⁴ Elisha,³ Capt. Jeremiah,² Rev. James¹).

Florence Mary Fitch, college professor, was born at Stratford, Conn., Feb. 17, 1875; daughter of Reverend Frank S. and Anna Eliza (Haskell) Fitch. A. B., Oberlin College, 1897; University of Munich, 1901, A. M.; Pt. D. U. of Berlin, 1903; teacher Masten Park High School, Buffalo, 1897-1900; secretary to the president and instructor philosophy, 1903-04; Dean of college women, 1904-20; Professor, Biblical literature since 1904, Oberlin College; Congregationalist; home 97 Elm St., Oberlin, Ohio. (From Who's Who in America, 1928-1929.)

REV. FRANKLIN SOLOMON FITCH, D. D. (Franklin Solomon Fitch,⁷ Martin,⁶ Solomon,⁵ Deacon Joseph,⁴ Elisha,³ Capt. Jeremiah,² Rev. James¹).

He was born in Geneva, Ohio, on Feb. 24, 1846. B. A., Oberlin, 1870; ordained First Congregational Church, Stratford, Conn., June 17, 1873, where he was minister, 1873-78; Walnut Hills Congregational Church, Cincinnati, Ohio (minister), 1878-82; First Congregational Church, Buffalo, N. Y. (minister), 1883-1916; First Congregational Church, San Francisco, Calif. (minister), 1916-17.

He died at Berkeley, Calif., Dec. 23, 1917. He received the degree D. D. from Oberlin College, 1894; Trustee, Oberlin, 1896-1917.

(From Biographical Record of the Divinity School of Yale College, Printed by Tuttle, Morehouse & Taylor, 1873.)

GEORGE KENYON FITCH (George Kenyon Fitch,⁷ Sanford,⁶ Thaddeus,⁵ Jeremiah,⁴ Capt. Abner,³ Capt. Jeremiah,² Rev. James¹), second son of Sanford Fitch, was born in Fredonia, Chataqua County, N. Y., March 2, 1826, and spent his early years on his father's farm at Olmsted, Ohio. His schooling during this period of his life, comprised about three months each winter and summer, in the

District School. The Olmsted Library was a mine of wealth for young George, whose thought before he had reached the age of ten turned to books. A considerable part of his education was thus gained from the Olmsted Library, and he often said that up to the age of seventeen, he had read more books than he ever found time to read in all the subsequent years of his busy life. The library contained the "Life of Benjamin Franklin," who became the ideal of the boy, who soon resolved to be a printer. With the consent of his parents he was taken on as an apprentice in the office of the Ohio Atlas of Elyria, where he served for eighteen months, finishing his apprenticeship in the office of the Daily Herald of Cleveland. In this office, under the guidance of the editor, Josiah Harris, he laid the foundation of his future career as a journalist.

In 1847 he went to New Orleans and soon after acquired an interest in a job printing office there. In the spring of 1849, Fitch's attention being particularly attracted to the gold discoveries in California, through a chance copy of a California newspaper, he sold his interest in the printing office for \$1,000, and on July 12th of that year, he sailed for the Isthmus on the Steamer Falcon, shipping his printing material "round the Horn" with the intention of starting a newspaper.

From this time on, until 1859, young Fitch led a life of many and rapid changes. He arrived in Panama after crossing the Isthmus in a canoe which he helped to paddle, and walking the rest of the way. He was detained there six weeks while the Steamer Oregon was undergoing repairs. To utilize the time and to earn money for the present speculative value of steamer tickets, he published five editions of the Panama Star, printing it on foolscap paper, and sailed for California on August 27th.

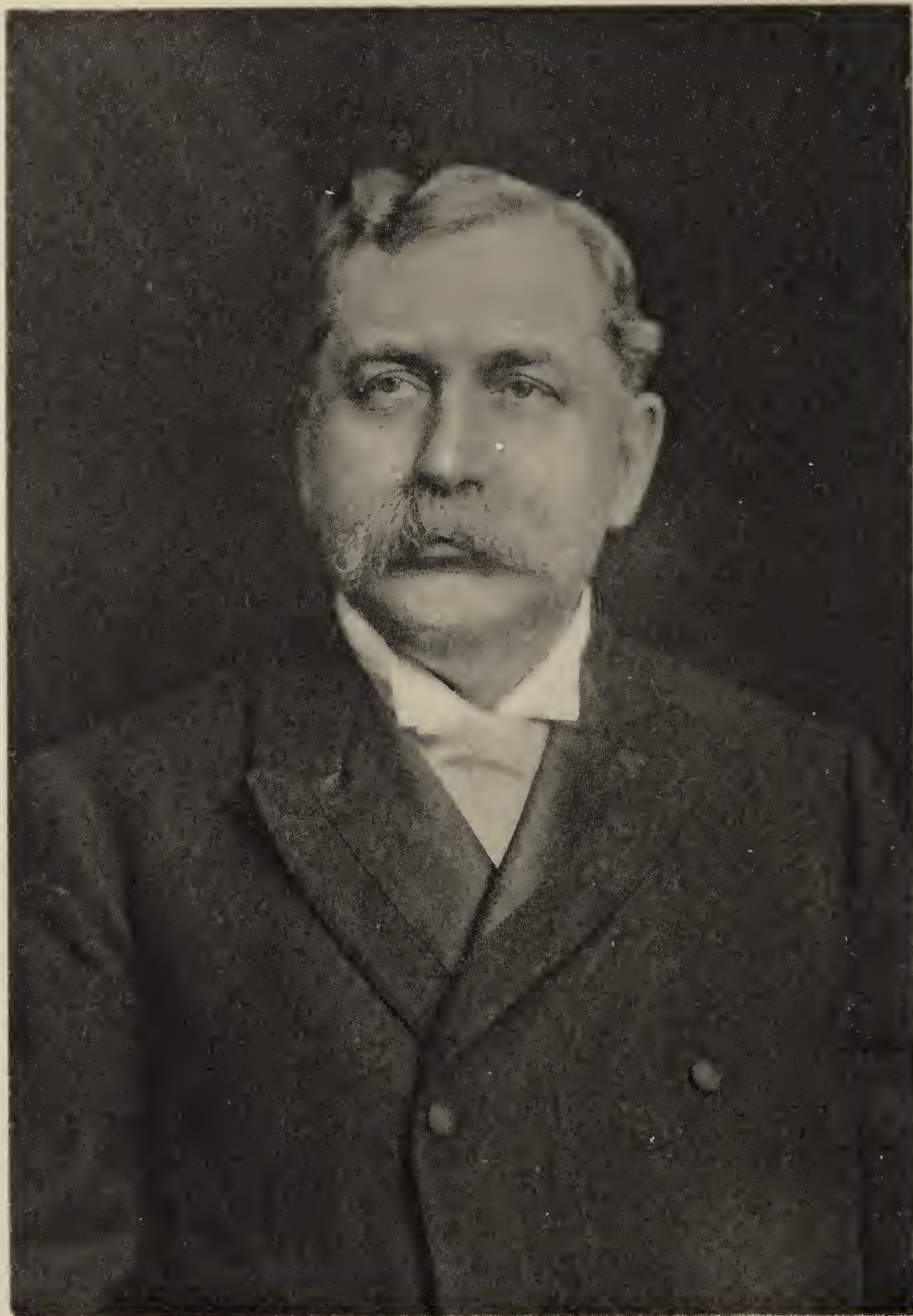
On September 18, 1849, Mr. Fitch, then twenty-three years old, landed in San Francisco where his life work was accomplished. Events followed quickly during the next ten years. While waiting for his newspaper equipment to arrive, he spent three months in the "dry diggings," averaging about eight dollars a day.

His first journalistic move was made in Sacramento, Calif., where, in association with four other partners, he published the "Times and Transcript." It was a pronounced success from the first, and paid a profit of \$3,000 to \$5,000 a month. In June, 1851, it was consolidated with the "Placer Times," which had recently been pur-



Florence Mary Fitch

PROFESSOR FLORENCE MARY FITCH,
Dean of Women, Oberlin College, Oberlin, Ohio, and daughter of the late
Rev. Franklin Solomon Fitch, D.D.



Frank S. Fitch

REV. FRANKLIN SOLOMON FITCH, D.D., (1846-1917)

Noted Preacher and Educator, Minister of First Congregational Church of Buffalo, N. Y., (1883-1916) and Trustee of Oberlin College, Oberlin, Ohio, (1896-1917)

chased by Loring Pickering. The new paper was later moved by the two partners to San Francisco and sold in 1853 for \$30,000.

In 1855 Mr. Fitch formed a new partnership with Mr. Pickering and bought the "Alta California." They soon after bought the "Times and Transcript" again, consolidated the two papers and in 1856 sold the rejuvenated "Alta California" to Frederic MacCrellish & Co.

About this time, Supervisor Casey shot and killed James King of William, editor of the Evening Bulletin, and the Vigilance Committee was organized. Fitch was one of the first four hundred who joined the Committee and he continued a member until it was disbanded.

In 1857 Mr. Fitch married Miss Clara V. Duvall, daughter of William T. Duvall of Washington, D. C. She was a descendant of Mareen Duvall, who about the middle of the 17th Century left France on account of religious persecution and settled in Maryland.

Of three children, daughters, two lived to maturity:

Clara, born February 12, 1858, was killed at Monterey in 1882 by being accidentally thrown from a carriage.

Virginia Fitch was born September 19, 1859, and is now the only living member of the family.

Mrs. Fitch died in San Francisco, February 19, 1918.

In 1859, Mr. Fitch, in conjunction with other partners, bought the "Evening Bulletin." Early in the same year, the other partners sold their interests and the paper was controlled by Mr. Fitch and Mr. J. W. Simonton, and in 1860 Mr. Pickering became an equal owner with Mr. Fitch. For many years they made the "Bulletin" the leading and most influential paper upon the Pacific Coast. About 1867, they purchased the "Morning Call," and for nearly thirty years the two papers were managed by the firm; Mr. Fitch having personal charge of the "Bulletin" and Mr. Pickering of the "Call," Mr. Simonton remaining in the East as agent of the New York Associated Press. Mr. Simonton died in 1882 and in 1892 the death of Mr. Pickering left Mr. Fitch as surviving partner. In 1895, Mr. Fitch, now nearly seventy years of age, submitted to the necessary sale of the two papers to close partnership interests with the estates of his two partners, and retired from active business, but still interesting himself in politics as President of the Non-Partisan party, and in various public causes, until his death, June 17, 1906.

During the forty-five years in which George K. Fitch actually

pursued the profession of journalism in California, he was always a conspicuous figure. His strong individuality made every journal with which he was connected, enterprising, aggressive and full of thought.

He was best known as editor of the "Bulletin," in the columns of which journal he expressed himself on current topics for nearly thirty-five years. In politics, his support was always thrown to the side of good government, and as he never compromised his independence by personally participating in party affairs, in the course of time his counsel came to exercise a powerful influence upon the action of all political organizations. In San Francisco, for many years no party could succeed if opposed by the "Bulletin."

For more than ten years (1856-1867) the "Bulletin" was the recognized organ of the People's Party, an organization which took charge of municipal affairs upon the disbanding of the Vigilance Committee. By co-operating with the Union party of the State, the People's party of San Francisco largely controlled the State Government.

Under Mr. Fitch's management, the "Bulletin" supported the Union and President Lincoln during the Rebellion, and on the eve of the war, was vigilant in discouraging any manifestation of Southern men favoring secession.

During these eventful years, two great monuments were erected to the fame of Mr. Fitch as a journalist. It was chiefly through the "Bulletin's" influence that one thousand acres of the Pueblo lands were set apart for the preserve known as the Golden Gate Park, and to the same paper, may be given the principal credit for the defeat of what was known about 1859-1860 as the "Bulkhead Scheme." This was a proposition to grant by Legislative Charter, the control of the water front of San Francisco, to a private corporation. As the scheme contemplated the complete possession for fifty years, of the harbor of a great city, it was accounted the most audacious ever laid before a legislature. Two years after the defeat of the enormous scheme, Mr. Fitch was the principal mover in electing a delegation to the Legislature, pledged to pass a bill for harbor improvements entirely in the public interest. This secured the passage of the "Oulton Bill," in accordance with which all the sea wall and other harbor improvements constructed in 1863 at a cost of many millions of dollars has resulted, and the public ownership was assured.

The "Bulletin" supported the construction of the Overland road

by Government aid, and was one of the powerful influences which induced Congress to pass the Charter of the Union and Central Pacific Railways. Mr. Fitch remained the steadfast friend of the enterprise while it was in process of construction and until its projectors began to make demands for such enormous concessions from City, State and Nation, as were in his mind intolerable. Thenceforth, he became their principal opponent in California, and manifested uncompromising opposition as often as they attempted to use their great power to control the policies of the State.

It is safe to say that no man who has figured conspicuously in the journalism of the State, ever exercised more influence upon actual affairs than Mr. Fitch. He had a clear perception of the functions of government, together with an intuitive knowledge of the methods of practical politics. While his individuality was necessarily apparent, he was devoted to the idea of impersonal journalism, and ever maintained that the true newspaper is a great trusteeship and must necessarily be independent of all governments, parties and schools, while aiming to promote the public good in the highest sense.

HARRIETT WALLBRIDGE FITCH (Harriett Wallbridge,⁷ Edwin Rufus,⁶ Thomas,⁵ Benajah,⁴ Deacon Benjamin,³ Samuel,² Rev. James¹), was born May 8, 1835, in Preston, Conn. When she was four years old, her father moved to New Haven, Conn., where she attended the public schools and Professor Root's Private School. She then moved to Lisbon, Conn., where her father purchased a farm in 1850. After a two year's course in Dr. Webster's Private School in Norwich, Conn., she began to teach in the country schools.

She was later given a position as teacher in the Norwich, Conn., schools which after twenty-seven years of faithful service she resigned on account of increasing deafness. She then went to live in her brother's home at 58 Forest Avenue, Jamestown, N. Y., where she now resides (1929) at the age of ninety-four.

CAPT. HENRY DELANO FITCH (Capt. Henry Delano Fitch,⁷ Beriah,⁶ Jonathan Gorham Fitch,⁵ Beriah,⁴ Jedediah,³ Major James,² Rev. James¹).

Capt. Henry Delano Fitch was born in 1798 at Nantucket, Mass., son of Beriah Fitch and Sally (Delano) Fitch of Nantucket, Mass.

He graduated from Harvard University in 1815 and his father

set him up in the trading business with a vessel in which he made trips from Boston, Mass., to San Diego, Calif.

In about 1819 or 1820 he met and married Josefa Carrillo, a cousin of General Vallejo, who was a prominent figure in the early California history.

Capt. Fitch was also very prominent in the early history of California and surveyed and laid out the town of San Diego, Calif., and they still refer all titles to the Fitch map.

In a new history of San Diego (1929) by H. C. Hopkins, Deputy in the City Attorney's office, Capt. Henry Delano Fitch is stated to have been San Diego's first City Attorney in 1835. In this history reference is made to Fitch's map with its reproduction. The map was dated 1845. This antedated the "Gold Rush of '49." There is also a Fitch Street in San Diego.

Capt. Fitch is mentioned in "Two Years Before the Mast" by Richard Henry Dana, Jr., published first in 1840 by Harper & Brothers.

Capt. Fitch died January 6, 1849, leaving six sons and three daughters.

COUNTY JUDGE HORACE W. FITCH (Judge Horace W.,⁸ Walter R.,⁷ Horace,⁶ Joshua,⁵ Jonathan,⁴ Joshua,³ Capt. Nathaniel,² Rev. James¹), of Canandaigua, N. Y., nationally known authority on the Juvenile Court, was born Dec. 23, 1873, in Potter, Yates County, N. Y. He was appointed county judge of Ontario Co., N. Y., on Feb. 23, 1916, and with his duties as presiding officer of County Court also assumed charge of the Children's Court, inaugurated two years before by Judge Robert F. Thompson, whom he succeeded when Thompson was elevated to the Supreme Court bench. Since 1917, Judge Fitch has made between 800 and 1,000 addresses on "Boys" and "The Psychology of the Boy" in seven states and in Canada.

In May, 1927, he addressed the National Conference of Probation Officers at Des Moines, Iowa. The Des Moines address became generally read among those interested in penal and sociological work, being published as the leading article in "The Newer Justice and the Courts," annual yearbook for 1927 of the National Probation Officers' Conference. This brought requests for extra copies of the address from Georgia, Louisiana, Texas, South Carolina, Massachusetts and several other states.

Judge Fitch, generally recognized as the Republican leader of

Ontario county, is in 1929, in point of service, the oldest county-wide judge of the Juvenile Court in New York State.

He never is too busy, right in the midst of the hottest presidential or county campaign to discuss this phase of work with anyone interested, and to plead for a more generous attempt on the part of the impatient adults to understand the juvenile's point of view.

GENERAL JABEZ WARNER FITCH, Lieutenant-Governor of Ohio (Gen. Jabez Warner Fitch,⁶ Gurdon Fitch of Cleveland, Ohio,⁵ Capt. Andrew,⁴ Peletiah,³ Samuel,² Rev. James¹).

Gen. Jabez Warner Fitch was born in Cleveland, Ohio, in 1823, son of Gurdon Fitch and his wife Hannah B. (Peck) Fitch, daughter of Darius and Hannah (Warner) Peck of Franklin, Conn.

Gen. Fitch was an attorney by profession and received his legal training as a student with the law firm of Kelly & Bouton of Cleveland.

The following is reprinted from "The Pioneer Families of Cleveland, Ohio, 1796-1840" by Gertrude Van Rensselaer Wickham:

"Gen. Fitch was always active in military affairs and in politics. He was a chief of one of the old volunteer fire companies, United States Marshal at Cleveland in 1848, city solicitor, and a citizen to whom the public turned in any emergency for assistance or advice. He made a patriotic speech at the great mass meeting held immediately after President Lincoln's first call for troops. He was an honored member of 'The Ark,' and one of those to whom Mr. Case left it and its contents.

"He was the first state president of the Humane Society in Ohio and in 1875 he was Lieutenant-Governor of the State of Ohio with Governor Bishop.

"He accumulated considerable property through transactions in real estate, to which he gave his attention in later life. He married Mary J. Dolman and she died in 1874, leaving no children. Mr. Fitch remained a widower until his death ten years later. They were both buried in Erie Street Cemetery, Cleveland, Ohio."

MAJOR JAMES ROOSEVELT FITCH (James Roosevelt Fitch,⁷ Russell Fitch, Jr.,⁶ Dr. Russell Fitch,⁵ Ebenezer,⁴ Deacon Benjamin,³ Samuel,² Rev. James¹).

Major James Roosevelt Fitch was born Oct. 23, 1838, at Skaneateles, N. Y., son of Russell Fitch, Jr., and his second wife, Rosetta

Mark Roosevelt, daughter of Nicholas I. and Lydia (Latrobe) Roosevelt. Nicholas I. Roosevelt was prominent with Robert Fulton and Chancellor Robert R. Livingston of New York in the development of the steamboat which Lieut. John Fitch invented. (See chapter on life of Lieutenant John Fitch.)

Major Fitch was Brevet Major in the Civil War. The following was copied from notice of his death which occurred Oct. 23, 1878, at Portsmouth, Ohio: "Major Fitch was Staff officer on General Elliott's staff, Fourth army Corps, in the Civil War." His daughter, Mrs. Joseph Whitley Peete, owns a handsome sword engraved "To J. R. Fitch from J. Rowan Boone." The sword is of gold plate, the hilt is an eagle's head and the eyes are rubies.

Major Fitch married on March 19, 1861, at Cincinnati, Ohio, Emily Cleveland Henry, who was born May 5, 1840, at Port Gibson, Miss., and died Jan. 4, 1914, at Jacksonville, Fla. They had two daughters:

(1) Anna Laura Fitch, born Jan. 21, 1862, at Columbus, Ohio; married Oct. 28, 1880, Joseph Whitley Peete, son of Dr. John Speed and Ann Eliza (Whitley) Peete, born Dec. 22, 1858, at Tipton County, Tenn. They reside at 3247 Southern Ave., Memphis, Tenn., and have five children: Latrobe Roosevelt, Iovia Armstrong, Russell Fitch, Emily Cleveland, and Joseph Whitley Peete, Jr.

(2) Florence Orlean Fitch, born in St. Louis, Mo., married Jan. 15, 1885, Telfair Stockton of Jacksonville, Fla. They reside at 1878 Avondale Circle, Jacksonville. They have children: Florence Telfair, James Roosevelt, and Telfair Stockton, Jr.

LIEUTENANT JOHN G. FITCH (John G. Fitch,⁷ Chauncey,⁶ Thaddeus,⁵ Jeremiah,⁴ Capt. Abner,³ Capt. Jeremiah,² Rev. James¹), son of Chauncey Fitch, was a Lieutenant in Co. I, 150th Regt. Ohio Nat. Guards, in the hundred days service in the Civil War. He married April 17, 1860, Ellen H., daughter of Abram S. Underhill, of Olmsted, Ohio, and a descendant of Capt. John Underhill, one of the early settlers of New England. She was born at Olmsted, Ohio, March 12, 1837. They resided on the old Chauncey Fitch farm, at Olmsted, Ohio. Children were: Anna Loomis, Rufus J. and Adeline Pearl Fitch, who married S. W. Jennings of Olmsted Falls, Ohio.

John G. Fitch was the compiler of "Genealogy of the Fitch Family in North America," published at Olmsted, Ohio, in 1886.



Eng. by E. G. Williams & Bro NY

Mariamne Fitch Stranahan
(Mrs. James S. T. Stranahan)

JOHN LEE FITCH (John Lee,⁷ Horatio,⁶ Benjamin Bissell,⁵ Capt. Abraham,⁴ Ensign Nathan,³ Capt. Nathaniel,² Rev. James¹), noted American artist; was born in Hartford, Conn., June 25, 1836.

The following sketch of John Lee Fitch who introduced his nephew, Clyde Fitch, the noted dramatist, into New York social circles, thus giving him a start on the road to success, is taken from the *Encyclopedia Britannica*:

"John Lee Fitch studied in Milan and Munich, under the three Zimmerman brothers, Albert, Max and Richard. He returned to his native city and remained there for a number of years, and then removed to New York City.

"Among his paintings are 'A Mountain Brook' (1870); 'In the Woods' (1876); 'Waiting for a Bite' (1874); and 'Twilight on John's Brook' (1878).

"He died in Yonkers, New York, March 23, 1896."

MRS. MARIAMNE (FITCH) STRANAHAN (MRS. JAMES S. T. STRANAHAN) (Mariamne,⁶ Ebenezer Root,⁵ Abner,⁴ Capt. Abner,³ Capt. Jeremiah,² Rev. James¹).

Mariamne Fitch, daughter of Ebenezer Root and Sarah (Dow) Fitch, was born March 7, 1813, on her father's farm in Westmoreland, Oneida County, N. Y. She received what was at that period deemed a solid and thorough female education, which embraced a practical and useful discipline, and rendered her an accurate English scholar. The correctness of her deportment in childhood, and the general style of her mind in youth, gave ample promise of the future woman.

Her remarkable, even temper, industrious and active habits, fondness for useful knowledge, and compactness of mind, suggested a future character of very much more than common power. The religious tendencies of her mind and heart dated from her early youth.

Conscientious in the discharge of religious duties, fond of reading the Bible and other religious books, a regular attendant upon the public worship of God, she was indeed deemed a Christian by those who knew her best, long before she ventured to cherish the hope for herself. When in later life, she finally concluded to assume the responsibilities of membership with the visible church of Christ; the step was not taken without the most rigid self-examination. Her

early thoughts on the subject of religion, like her more mature ones, were solid and practical. She was never a doubter, and never a caviler with the word of God. Her difficulties were not with the Truth as revealed in the Bible, but wholly with herself.

Passing up into womanhood with these general features of mind and character; she was married in 1837, at the age of 24 years, to Hon. James S. T. Stranahan, who at that time, was a merchant and manufacturer in the Town of Florence, Oneida County, N. Y., where they resided for three years. In 1840 they removed to Newark, N. J., where their two children, Mary Stranahan and Fitch James Stranahan, were born.

In February, 1845, Mr. and Mrs. Stranahan removed to Brooklyn, N. Y., where they continued to reside thereafter and where in time Mr. Stranahan became known as the "First Citizen of Brooklyn, N. Y."

Soon after coming to Brooklyn, Mrs. Stranahan became a member of the congregation of the South Presbyterian Church of Brooklyn, and in 1855, she and her husband connected themselves with that church by a public confession of their faith.

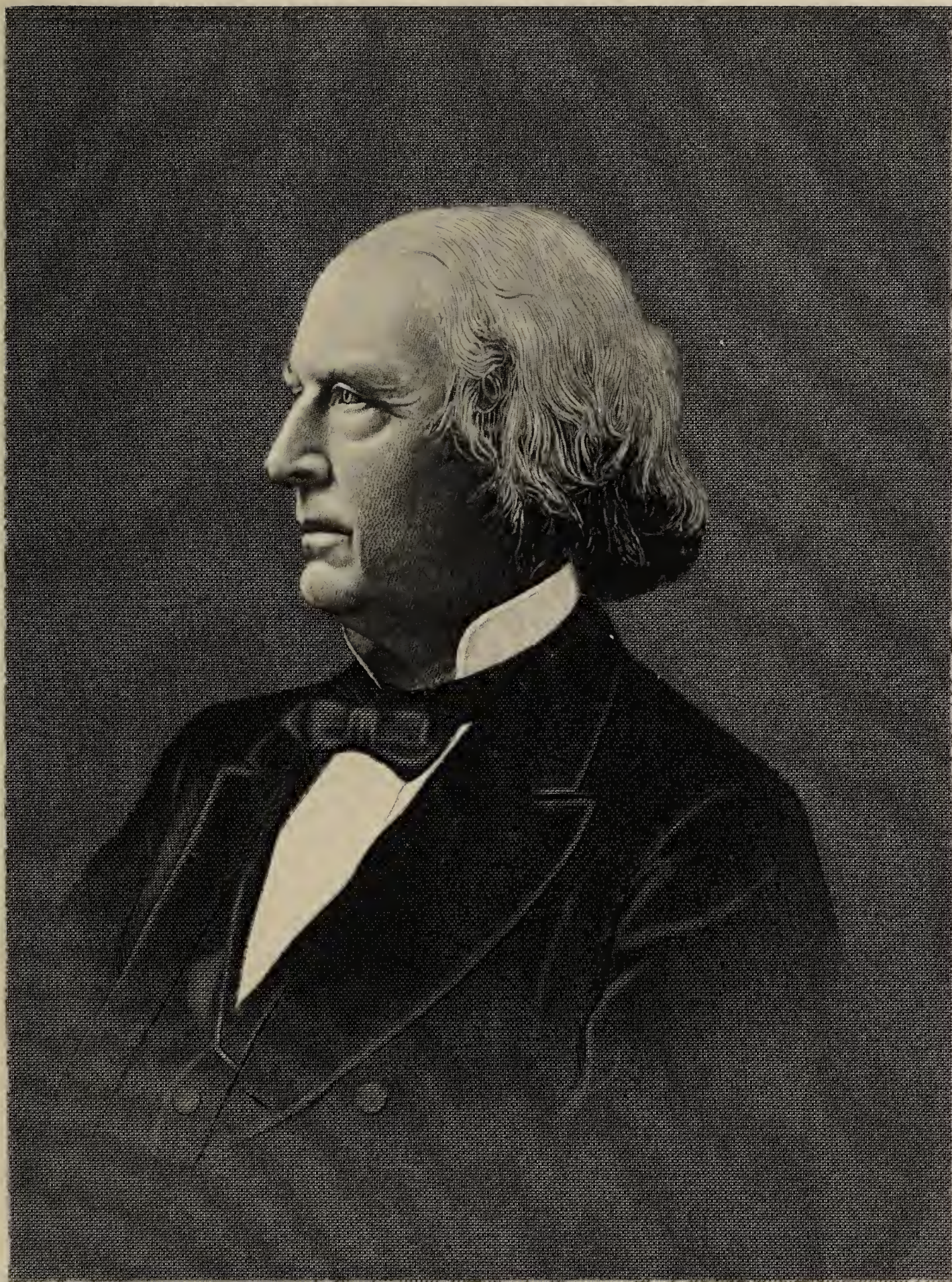
In 1851, she made, with her husband, an extensive tour through Europe.

In the City of Brooklyn, N. Y., they occupied a high social position. Mr. Stranahan was elected a Representative to the Thirty-fourth Congress, and subsequently occupied other positions of responsibility in the City and State.

Mrs. Stranahan was active in every good work in the city of her adoption and those who knew her felt that they could confide in her judgment, her discernment, her tact, and her unflinching integrity and principle.

For eight years she was the first Directress of the "Graham Institute for the Relief of Aged and Indigent Females," a position requiring the exercise of rare abilities and the most skillful management to harmonize the discords, and quiet the misunderstandings, inevitable in such an institution. Her discretion, equanimity and tact, were equal to the duties of the position and under her administration, peace and quiet reigned.

It was probably from the knowledge of her executive abilities that she was unanimously chosen to preside over the Woman's Relief Association, organized in Brooklyn, on Nov. 23, 1862, as auxiliary



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J. S. I. Stranahan

during the Civil War, to the United States Sanitary Commission. This position was also one which required great tact and skill in the presiding officer. About eighty churches of different denominations in Brooklyn, co-operated in the work of the Association and it had, also, numerous auxiliaries scattered over Long Island. Their diverse elements were held together in perfect harmony by Mrs. Stranahan's skillful management, until the occasion for their labors ceased. The Association was from first to last a perfect success, surpassing in its results most of the branches of the Commission.

Mrs. Stranahan in her final report, said:

"The aggregate of our efforts, including the results of our Grand Fair, represents a money value of not less than half a million of dollars—\$300,000 of this sum was paid into the Treasury of the United States Sanitary Commission in cash; and hospital supplies were furnished to the amount of over \$200,000 more, embracing the various things needed for the comfort of the sick and wounded soldier."

The Great Fair of Brooklyn owes its origin to the Woman's Relief Association. It was at first proposed that Brooklyn should unite with New York in the Metropolitan Fair, but on further deliberation it was thought that a much larger result would be attained by an independent effort on the part of Brooklyn and Long Island and the result fully justified this. The proofs were ample that none of the Sanitary Fairs, held from 1863 to 1865, equalled that of Brooklyn in its freedom from all friction and disturbing influences, in the earnestness of its patriotic feeling and the complete and perfect harmony which reigned from its commencement to its close. This gratifying condition of affairs was universally attributed to the extraordinary tact and the executive ability of Mrs. Stranahan.

As was well said by the pastor, the Rev. Dr. Spear, "she was the right woman in the right place. She gave her time to the work with a zeal and perseverance that never faltered and with a hopefulness for her country, which yielded to no discouragement or despondency. As a presiding officer, she discharged her duties with self-possession, courtesy, skill and method, that commanded universal admiration. She had a quick and judicious insight into the various ways and means by which the meetings of the Association could be rendered interesting and attractive. The business part of the work was constantly under her eye. No woman ever labored in a sphere more honorable, and but few women could have filled her place. Her gen-

eral temper of mind, her large and practical views as a Christian, and her excellent discretion eminently fitted her to combine all the churches in one harmonious and patriotic effort."

Upon the disbanding of the Association after the Civil War, when all necessity for its labors had ceased, Mrs. Shanahan returned to the quiet of her home, and except for her connection with the Graham Institute, gladly withdraw from any conspicuous or public position. Her health was found to be somewhat impaired by her assiduous devotion to her duties as connected with the Association, but she made no complaint.

But the spring of 1866 found her so feeble that it was thought the pure and bracing air of the Green Mountains might prove beneficial in restoring her strength but her days were numbered and on Aug. 30, 1866, she died at Manchester, Vermont, giving up her spirit "calmly, peacefully, even smilingly," as was said by a witness to the scene. "Her death was that of a Christian, her loss—a loss not only to her own loved and loving home circle, but to the city and the community in which she dwelt."

The two children of Hon. James S. T. and Mariamne (Fitch) Stranahan both died without issue. Mary (Stranahan) Croxson survived her brother, Fitch James Stranahan, and on her death in 1923, left an estate reported to have totaled \$2,000,000.

This estate was inherited by the three children of Mrs. Stranahan's brother, Ebenezer Fitch, and was divided between Miss Sarah Fitch, born Oct. 9, 1853, of Utica, N. Y. (1929); Abner Lewis Fitch, born Aug. 20, 1856, who resides on the old Fitch homestead farm at Westmoreland, N. Y. (1929) and Ebenezer Root Fitch, born Nov. 22, 1859, of Dowagiac, Mich. (1929), who generously sponsored the steel engravings of Mr. and Mrs. Stranahan which appear here.

Soon after her death, Congressman Stranahan published privately as a memorial to his wife, the book entitled, "Genealogies, Stranahan, Josselyn, Fitch and Dow." This book which Congressman Stranahan distributed free was the first Fitch genealogy published in book form and the material it contained formed the basis of the small Fitch volume which John G. Fitch of Olmsted, Ohio, issued soon after.

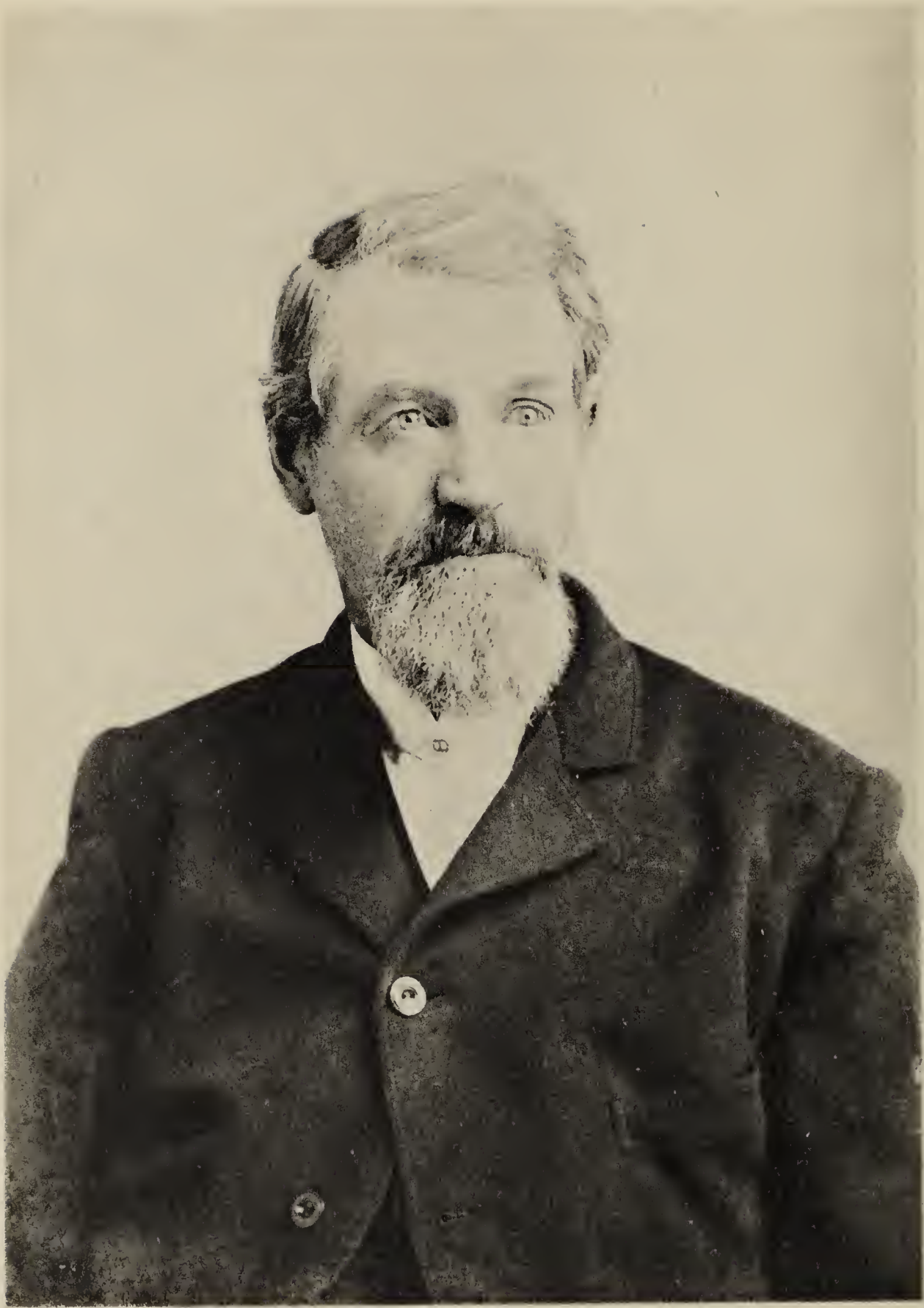
The photo of the Stranahan monument in Prospect Park, Brooklyn, N. Y., which appears in this book, is reproduced by permission from "Statues of New York" by J. Sanford Saltus and Walter E.



MONUMENT TO CONGRESSMAN JAMES S. T. STRANAHAN, CALLED THE
 "FIRST CITIZEN OF BROOKLYN, N. Y." WHOSE WIFE WAS MARIAMNE
 (FITCH) STRANAHAN

This monument stands at the entrance to Prospect Park, Brooklyn, of which Congressman Strananhan was the founder. In 1868, as a memorial to his wife, Congressman Stranahan published the first printed genealogy of the Fitch family in a book entitled, "Genealogies of the Families, "Stranahan, Josselyn, Fitch and Dow." He distributed free two hundred copies of this book

(Reproduced from "Statues of New York," by Saltus and Tisne by permission of G. P. Putnam's Sons, New York)



John G. Fitch

In 1886, John G. Fitch of Olmsted, Ohio, published a book which he had compiled entitled "Genealogy of the Fitch Family in North America." This book was based mainly on the Stranahan work but contained much new data on Fitch descendants in Ohio

Tisne, published 1923 by G. P. Putnam's Sons. The description of the monument in this book, follows:

"JAMES S. T. STRANAHAN
1808-1898

Very happily disposed as to location is the statue of James S. T. Stranahan at the entrance to Prospect Park, Brooklyn. Mr. Stranahan, for many years prominent in the civic affairs of Brooklyn, is shown carrying an overcoat over his left arm, with the right hand, holding his hat, hanging at his side. There is kindness in every line of his face, and the sculptor has immobilized him at a slow walk.

The pedestal is set on four receding steps, and bears the following inscriptions:

STRANAHAN

A Citizen of Brooklyn
Honored for many Noble Services
Most gratefully as chief founder of
Prospect Park

Lector si Monumentum
Requiris Circumspice

Erected by his Fellow Citizens
During his lifetime
And unveiled in his presence
June VI, mdcccxc

The statue is the work of Frederick MacMonnies.

The Latin inscription on the statue is taken from the tomb of Sir Christopher Wren in St. Paul's Cathedral, London, which was one of his achievements as an architect. Translated it means, "Reader, if you seek my monument, look about you."

THE MISSES MARY AND ELIZABETH FITCH were daughters of James Fitch and his wife, May (Plumb) Fitch, daughter of Noah Plumb of Bridgeport, Conn. (James Fitch,⁶ Dr. William,⁵ Abner,⁴ Capt. Abner,³ Capt. Jeremiah,² Rev. James¹).

The Misses Mary and Elizabeth Fitch remained unmarried and died after 1900 leaving an estate of about \$2,000,000. In accord-

ance with the provisions of their will, their beautiful Colonial mansion in Bridgeport is now maintained as the Fitch Home for Retired School Teachers (1929).

COLONEL MICHAEL HENDRICK FITCH was born in Lexington, Ky., March 12, 1837. He was educated at Clermont Academy and Farmens College near Cincinnati, Ohio; admitted to the bar in Cincinnati, in April, 1860.

He located in Wisconsin and early in May, 1861, enlisted for the Civil War. He became 1st Sergeant of Company B, 6th Wisconsin Infantry. He began his service July 16, 1861, as Sergeant Major of the Sixth Wisconsin; he was commissioned First Lieutenant in October following, and in the succeeding April was appointed Adjutant of the Twenty-first. He became, in succession, Major and Lieutenant-Colonel of that regiment, and in March, 1865, was brevetted Colonel of Volunteers "for gallant and meritorious services during the war."

He served chiefly with the Army of the Potomac, Army of Virginia, Army of the Ohio, and Army of the Cumberland. He commanded his regiment from July 1, 1864 and on the March to the Sea; and in the Carolinas he headed a wing of the brigade, consisting of the Twenty-first Wisconsin, the Forty-second Indiana, and the One Hundred-and-Fourth Illinois. Later, he was assigned to the command of the Second Brigade of the Fourteenth Army Corps.

He was mustered out at Washington, D. C., June 8, 1865. He engaged in about thirty affairs large and small, the principal of which were Chickamauga and Stone's River.

After the war he was appointed Agent for paying pensions at Milwaukee, Wisconsin.

Since May, 1870, he has lived at Pueblo, Colorado and became Receiver of the Land Office at Pueblo and President of the Stock-growers National Bank.

He is the author of five books: "Echoes of the Civil War as I Hear Them," 1905; "The Physical Basis of Mind and Morals," 1906; "The Chattanooga Campaign," 1911; "Universal Evolution," 1913, and "Ranch Life and Other Sketches," 1914.

His father was Aaron Fitch, born at Saltville in 1801, where Syracuse, N. Y., now stands. He traces his ancestry to Rev. James Fitch through Elias Fitch, a soldier of the Revolution, who fought at Bunker Hill under Stark in the Connecticut troops.



M. H. Fitch

COLONEL MICHAEL HENDRICK FITCH, G. A. R., OF PUEBLO,
COL., BANKER AND AUTHOR, BORN MARCH 12, 1837 AND STILL
LIVING (1929), AT AGE OF 92



Harriett W. Fitch

MISS HARRIETT WALLBRIDGE FITCH OF JAMESTOWN, N. Y., BORN MAY 8,
1835, AND STILL LIVING (1929) AT THE AGE OF 94

DR. RALPH ROSWELL FITCH, M. D., orthopedic surgeon, descendant of Rev. James Fitch of Norwich, Conn., born Halifax, Nova Scotia, October 18, 1878; son of Robert S. and Abbie (Hyde) Fitch; preparatory education Boston Latin School; M. D., Harvard Medical School, 1903; married Ruth Hart of Rochester, N. Y.; practiced in Rochester since 1906; member A. M. A., American Orthopedic Association (sec. 1910-15), Aesculapian Club (Harvard), etc. Clubs: Genesee Valley, Rochester Country, Knight Legion of Honor, 1917. Home 1010 East Avenue, office 365 East Avenue, Rochester, N. Y. (From Who's Who in America, 1918-19.)

COMMANDER REUBEN HENRY WINSLOW FITCH, U. S. N., a descendant of Jedediah Fitch of Nantucket, Mass., son of Major James and grandson of Rev. James Fitch of Norwich, Conn.; entered the navy May, 1859; served until September, 1894, and was retired as Chief Engineer, U. S. N., with rank of Commander for physical disability incurred in line of duty. He was on the U. S. Ship "Canandaigua."

He resided in 1905 in Washington, D. C., where his residence was bought as a gift of the nation to Admiral Dewey.

He married Emilie A. Campau of Detroit in 1880, and had three daughters: Emile Campau, Elise Alexandrine and Henrietta Winslow Fitch.

Mrs. Fitch survived her husband and died in 1917. By her will, she made it possible to found The Fitch Home for the Aged at 75 Lake Avenue, Melrose, Mass.

HON. SAMUEL FITCH (Hon. Samuel,³ Joseph,² Rev. James¹), was born Jan. 16, 1724, in Lebanon, Conn. He graduated at Yale College in 1742 and was a prominent lawyer of Boston, preceding the Revolution, and was Attorney General of Massachusetts. He married Elizabeth Lloyd. He was an addresser of Hutchinson in 1774. In 1776 he went to Halifax, Canada, with his family of six persons. In 1778, he was proscribed and banished. He was a Royalist in the Revolution like his brother, Colonel Eleazer Fitch of Windham, Conn.

He held the office of Solicitor to the Board of Commissioners, and like most of his official associates, was included in the Conspiracy Act of 1779. He went to England, was a Loyalist Addresser of the

King in 1779 and was abroad in 1783. He died in 1784. (From *Loyalists of the American Revolution* by Sabine.)

DR. SIMON WALBROOKE FITCH (Dr. Simon Walbrook,⁷ Simon,⁶ Simon,⁵ Ebenezer,⁴ Ensign Nathan,³ Capt. Nathaniel,² Rev. James¹), of New York was born at Horton, Nova Scotia, Jan. 2, 1820. He was a son of Simon Fitch of Walbrooke, Kings County, N. S. He received his general education at Horton Acad., N. S., and his professional education at the Univ. of Edinburgh, and at London and Paris, graduating from the Univ. of Edinburgh, Aug. 2, 1841. He settled the same year in St. John, N. B., whence in 1855 he removed to Portland, Me., and thence in 1874 to New York City. In 1871 he introduced an improvement in the double tubular trocar, by removing the protecting canula from the outside to the inside of the puncturing tube. In 1875 he invented the "Dome Trocar," with application to ovariectomy, aspiration, and transfusion; and the same year devised a coupling for instantaneous attachment and detachment of the aspirator needle.

In 1840 and 1841 he was resident surgeon of the Edinburgh maternity Hosp.; and in 1851 and 1852 surg. to the St. John (N. B.) Hosp. He was a member of the British Med. Assoc.; the Obstetrical Soc.; the Council of the Univ. of Edinburgh; the Am. Med. Assoc.; the New York Co. Med. Soc.; the New York Medicolegal Soc.; the New York Med. Journal Assoc.; and the Maine Med. Assoc. He published a work entitled "Peculiarities of the Operations of Three Great Ovariectomists, Wells, Atlee, Keith," Philadelphia, 1873; contributed to the Maine Medical and Surgical Reporter, Aug. 1858, an article on "Lithotomy"; to the Boston Medical and Surgical Journal, Nov. 20th, 1862, an article on "Excision of a Large Uterine Fibrous Tumor"; to the New York Medical Journal, April, 1875, an article on the "Dome Trocar," etc.; and read before the Me. Med. Asso. a paper entitled "Observations upon Medical and Surgical Practice in Great Britain," published in the Transactions of the Soc., 1872; and before the International Medical Congress in 1876 one on "Paracentesis, Aspiration, and Transfusion," which was ordered to be published. In 1864 he was surgeon to the 5th corps military Hosp. at Fredericksburg, Va.; and in 1867, 1868 and 1869, surgeon to the troops at Fort Preble, Maine. He was married to Margaret Ross, daughter of Dr. Thomas Paddock, of St. Johns, N. B. (From "Physicians and Surgeons of the United States" by William B. Atkinson, M. D., 1878.)

HON. THOMAS FITCH (Hon. Thomas,⁷ John,⁶ Thomas,⁵ Benajah,⁴ Dea. Benjamin,³ Samuel,² Rev. James¹) of New London, Conn.

"In accordance with our announcement of last month, we are in this number starting our New London Hall of Fame and the honor of being the first to be nominated goes to Thomas Fitch, a sketch of whose life and service to this community has been prepared by our well-known local historian, Richard B. Wall," says "The Anchor," publication of the Mariners Savings Bank of New London, Conn.

"An enlargement of the photograph which accompanies this article will be permanently hung in the bank and as each nomination is made a portrait and biographical sketch will be permanently recorded.

"In the years 1845-46 Thomas Fitch of New London, Conn., purchased upwards of 100 acres of land with boundaries on Vauxhall, Broad and Williams streets and subsequently added many more acres in the same neighborhood.

"As it was the intention of Fitch to extend the outposts of the city in that direction by laying out streets and building sites he immediately prepared to put his plans into effect by employing a force of men and ox-teams which he set at work clearing up the neglected and rough portions, cutting the brush and briers, blasting the ledges, removing stone walls and filling up the depressions and swampy places, making his lots so attractive to prospective buyers as to obviate some of the difficulty that might arise in selling them. He then laid out the following thoroughfares; from Vauxhall to Broad; Channing; Cleveland, and Centre; West street from Channing to Connecticut avenue.

"He opened Granite street from Williams to Channing and Summit avenue from Vauxhall. He surveyed what are now Ledyard street and Fitch avenue and planned other thoroughfares that since have been opened by others who had succeeded to his land titles. He planted trees along every street—trees that in later days when his step was slow, he loved to caress; those noble elms that in the glory and effulgence of their foliage spread a refreshing coolness as one, leaving the heat of a July sun, came within their beneficent shade. He placed his hand upon their trunks and gazed upward to their topmost branches, affectionately admiring those silent, stately sentinels that were fulfilling the hopes that he had when he planted them.

"Lots sold slowly. Few had been disposed of by 1865. Those

along Broad were the first to be taken up in their entirety. West and northwest of Vauxhall street he arranged what became the celebrated Fitch farm with large barns, big fields of tillage, and extensive pasture lands. He bought and raised blooded cows and horses and his annual auctions of high grade stock were widely advertised and attended not only by a large assemblage of New London people and those who came from nearby places, but by scores from many sections of the country. An interesting volume could be written on this feature alone, of Thomas Fitch's manifold activities. The farmhouse in which his boss or foreman lived stood in Vauxhall street while the barns stood on the west side of Fitch avenue. The circus usually held forth on the Fitch farm, for Tom Fitch was a friend of the circus. Back in the forties when a circus was not permitted to show in this state Fitch appeared before the legislature and advocated a repeal of the law that prohibited such performances and his efforts were successful.

"Though lots sold slowly Fitch kept on buying land. He purchased the Bronson farm and in company with Elias Bishop opened Georgiana street. Cedar Grove cemetery was laid out soon after and Fitch opened a street through the Bronson lands from Connecticut avenue to the line of Joseph Bishop on the west, now called Cedar Grove avenue. He bought stock in the cemetery association which never paid him a cent. He bought the Robertson farm in Ocean avenue where he engaged in agriculture for awhile but soon disposed of it to Robert R. Willets and others. Lack of space forbids the introduction of many interesting details in the land operations of Thomas Fitch. 'Tom Fitch was ahead of his time' was on the lips of every man familiar with his efforts. He purchased valuable lands when the Pequot colony was opened but a slump in values and in realty transfers caused them to drag on his hands. He bought stock in the Pequot house and grounds and at one time held more than any single person but that enterprise, too, was a failure for its promoters.

"In 1846 Fitch built a large house at the corner of Channing and Vauxhall on a plot that measured $1\frac{1}{4}$ acres and tried to get others to build on plots of that size, houses of the same dimensions as his own, but they were not ready to buy. In extending Granite street to Channing a square was formed, but it was a swampy, miry, rocky square full of brush and bull briers, decayed trees of stunted growth and pools of stagnant water. He cleared away most of the objectionable

features and sold the square to Gen. William Williams of Norwich who presented it to the city with a wish that it be named in memory of his son Thomas W. Williams, II, who had been in business in New London and had recently died. This square is now Williams Memorial park. At first many of the houses that faced the park were small but these were eventually removed to other locations and larger and more elaborate dwellings took their places. In some sections of the square, sites that Fitch and others sold for a small amount have risen twelve-fold in value.

"Fitch had been a big borrower from the banks. By 1875, or 30 years after his first purchase they had loaned him without redemption \$25,000. The bank officials had been kind to him but he had not been able to realize on his investments. Attachments and foreclosures followed and the dreams and labors of Thomas Fitch, so far as his land ventures were concerned, were drawing to a close. Well might he exclaim with the poet :

'Mid all the bludgeonings of fate
My head is bloody but unbowed.'

Not all who strive win, no matter how faithfully and earnestly their striving may be, and Tom Fitch was one who failed to get rich.

"He prepared a place for others though he was not to be with them. His creditors got his every dollar. There was no attempt to conceal. In a small tenement in Waller street his last days were spent and he paid rent to a landlord. Everything had gone against him. Interested in whaling he fitted out the Restless, Capt. Nat. Middleton, Jr., and she never came back. And Tom Fitch sorrowed over the loss of the captain and crew, many, many times in after days. He invested in the New London, Willimantic & Palmer, New London's first railroad, which went bankrupt in a few years. He formed the New London Water Works Co., but withdrew when the city decided to take the matter in hand. When the New Haven and New London railroad idea came up Fitch wanted the survey north of the city and in company with the other railroad, to use East New London for a depot and freight yard.

"In East New London Fitch established marine railways and hired ship carpenters to build and repair small crafts. He wanted to build a drydock in Water street and had plans of such a facility. He was no visionary, his mind was practical, but unfortunately the time for reward for his endeavors was not at hand. Others were to

reap what he had sown. The bank sold the Fitch farm for \$9,000; Fitch paid \$5,000 for it and since then it has sold for many more thousands. He cut a lot of small trees down, tied them securely in bundles, sank them in the channel of Poquonnock cove and started an oyster industry earning the reputation of the man 'who grew oysters on trees.'

"Thomas Fitch was born in Montville, Conn., Jan. 29, 1813, the son of John and Elizabeth (Tinker) Fitch. (See Baker's History of Montville, Conn.) He was educated in the district school and at Bacon Academy in Colchester. He came to New London at 18 years of age and served as a grocery clerk. Later in company with Edward Learned he opened a grocery store, corner of Bank and State streets. Learned withdrew in a year and Fitch conducted the business alone, becoming prosperous and making money enough to start his land deals. In 1887 he was married to Miss Anna L. Smith of New London who bore him three sons and three daughters. Of these only Charles P. Fitch of Groton survived him. He was a member of the court of common council and represented New London in the legislature. He was commissary on the staff of Governor Buckingham in 1861. He was one of the founders of the Union League. Although a strong Republican he differed with his party when it sought to pay the soldiers of the Civil war in depreciated currency and emphasized his disapproval by joining the Greenback party.

" 'Tom' Fitch as he was known to high and low died suddenly in the grocery store of A. C. Richards in Broad street, November 30, 1892. The city flag was placed at half-mast; the court of common council passed resolutions to his memory, and Alderman Holt in paying tribute to the dead promoter said, 'Tom Fitch made waste places to blossom.'

"Thos. Fitch well deserves the right to first place in New London's *Hall of Fame*."

Hon. Thomas Fitch's son, Charles P. Fitch, died May 26, 1926. The terms of his will providing for the building of the Robert E. Fitch High School at Poquonnock Bridge, Town of Groton, Conn., as a memorial to his son, were as follows:

" . . . I give, devise and bequeath all of said rest, residue and remainder to the Town of Groton, to be used to build a High School, said High School to be built at Poquonnock Bridge, near site of present Town Hall of said Town, and to be known as the Robert E. Fitch High School. . . . In the event that said Town does not build a High School and ac-



**ROBERT E. FITCH HIGH SCHOOL
POQUONNOCK BRIDGE, GROTON, CONNECTICUT**

Charles P. Fitch, son of Hon. Thomas Fitch, pioneer financier of New London, Conn., died May 26, 1926, and provided in his will a bequest of \$120,000 to the Town of Groton to build a High School as a memorial to his son. The new building above, which cost \$260,000, was dedicated Sept. 5, 1929. It was named in honor of Charles P. Fitch's son, Robert E. Fitch, a descendant of Rev. Mr. James Fitch I of Norwich, Conn.



THE SHIP DAUNTLESS ROUNDING THE CAPE

Painted by Lars Thorsen of Noank, Conn., and presented to the Robert E. Fitch High School. Hon. Thomas Fitch of New London, Conn., grandfather of Robert E. Fitch, owned several ships, engaged in maritime commerce. He outfitted the "Restless" which never came back



HON. THOMAS FITCH
(Grandfather)



CHARLES P. FITCH, ESQ.
(Father)



ROBERT E. FITCH
(Son)

Three generations of distinguished Fitches of New London and Groton, Connecticut, who followed the example of their early Connecticut ancestors in promoting the cause of education

cept the provisions . . . within five years after the death of my niece . . . I do give . . . the residue . . . to the Groton Heights Baptist Church."

It is of importance to note that while the Robert E. Fitch High School building, dedicated Sept. 5, 1929, cost nearly \$260,000 the cost to the Town of Groton, Conn., was only \$140,000, the balance of \$120,000 coming from the will of Charles P. Fitch who thus followed the example of his early Fitch ancestors in aiding the cause of education in Connecticut.

Accompanying illustrations show the new Robert E. Fitch High School and painting of "The Ship Dauntless Rounding the Cape" by Lars Thorsen of Noank, Conn., which was presented to the High School by the League of Women Voters of Groton and received by Roy S. Haggard, first Principal.

Portraits of Hon. Thomas Fitch, his son Charles P. Fitch and grandson, Robert E. Fitch also accompany this sketch. Mr. Haggard has had large framed portraits of Charles P. Fitch and Robert E. Fitch, placed as a fitting memorial, along the corridors of the Robert E. Fitch High School.

CHAPTER XIII.

SAMUEL FITCH I OF HARTFORD, CONN.

HE WAS ENGAGED IN 1650 AS SCHOOLMASTER AT HARTFORD.
GENEALOGY OF FIRST THREE GENERATIONS IN AMERICA.

SAMUEL FITCH I, the emigrant ancestor of Hartford, Conn., was born at Bocking, County Essex, England, and came to America probably in the company of his two brothers, Thomas I. of Norwalk, Conn., and Joseph Fitch I of Windsor, Conn., and their widowed mother, Anne (Reeve) Fitch. They were preceded by their brother, Rev. James Fitch of Norwich, Conn., who came to New England in 1638.

Savage, the historian, says that there is a possibility that Samuel Fitch I settled at Milford, Conn., as early as 1644. This is unlikely, however, as he is named in the will of his brother Nathaniel in 1648 as then living in England. The earliest positive record we have of him is in 1650 at Hartford, Conn. He was spoken of in the records of his time as "Mr.", which proves he ranked as a gentleman.

He was engaged in 1650 to keep the school at Hartford for three years, beginning Jan. 1, 1649/50; and was a freeman, 1651. He was later of Milford, Conn. Like his three brothers he was a man of prominence in local affairs. He was a representative to the General Court, 1654-55. He married Mrs. Susannah Whiting, widow of "Worshipful Mr. William Whiting" of Hartford, Conn. Samuel Fitch and his wife had two sons. After his death in 1659 his widow married (3) Alexander Bryan of Milford, Conn.

SECOND GENERATION

Children of SAMUEL I and SUSANNAH (——) (WHITING)
FITCH:

SAMUEL FITCH II of Milford, Conn. (1694-1763). Married (1)
—— at —— to Sarah Bryan, daughter of Richard Bryan

who was the son of Alexander Bryan. The latter became the third husband of the widow of Samuel Fitch I.

Samuel Fitch II married (2) Mary Griswold. He bequeathed in his will to his son, Samuel Fitch III, a plate with "coat of arms thereon." This will was proved in 1763.

THOMAS FITCH I born — 1652. Died Oct. 17, 1704, aged 52, at Wethersfield, Conn. Married (1) about 1680, Abigail Goodrich, born —, died Nov. 8, 1684. Youngest daughter of Ensign William—the Settler—and Sarah Goodrich of Wethersfield, Conn. (Sarah Goodrich was a daughter of Matthew and Elizabeth Marvin of Norwalk, Conn.)

Thomas Fitch married (2) —, Sarah Boardman, born —, died —, daughter of Samuel and Mary (Robbins) Boardman of Wethersfield, Conn.

Thomas Fitch died intestate. According to a Wethersfield, Conn. record the inventory of his estate totaled £111-3-0. He was a constable in Dec., 1679; drew land in 1694 allotment; was rate-maker, 1665; was Town schoolmaster in 1699, and leather-sealer, 1702. His residence was on the east side of Broad Street, between Church and Fletcher's Lane, Wethersfield, Conn. See, also, Boardman Genealogy, pages 196-7. The inventory of his estate was taken Nov. 13, 1704, by John Curtis, Sen., John Goodrich, and Daniel Boardman.

The children as listed in the inventory were Samuel Fitch, Abigail, the wife of Abraham Kimberley, Sybil, the wife of Joseph Hurlbut and Martha Fitch. Court record dated April 26, 1705, gives the names of the above men as "Adms. to Sarah Fitch, widow, relict of Thomas Fitch, dec'd."

For children, see "Boardman Genealogy." (See Stiles "Ancient Windsor Conn.," p. 261; Selleck's "Norwalk," p. 195; Stiles "Ancient Wethersfield, Conn.," p. 321.)

THIRD GENERATION

Children of SAMUEL II and SARAH (BRYAN) FITCH:

SARAH FITCH (only child), born — at —, died — at —; married — at —, Zachariah Whitman, which may account for the introduction of that name into the later family of Samuel and Elizabeth (Platt) Fitch of Norwalk, Conn., descended from Thomas Fitch I of Norwalk, Conn.

Children of SAMUEL FITCH II and MARY (GRISWOLD) FITCH:
 SAMUEL FITCH III (1739-1814). He married Hannah Rossiter (1738-1809), and had two daughters and two sons.

Children of THOMAS I and ABIGAIL (GOODRICH) FITCH:
 THOMAS FITCH II born July 20, 1681. Died young.
 SYBIL FITCH, born Nov. 2, 1684. Died Dec. 18, 1684, as Savage says, "did the mother in five days," meaning that the child died as an infant of a few weeks and the mother five days later.

Children of THOMAS I and SARAH (BOARDMAN) FITCH:
 ABIGAIL FITCH, born ———; married Feb. 11, 1696, Abraham Kimberly of Newtown, Conn. Born ———, died ———. He was a son of Major Abraham Kimberly of the "Albemarle Colony" and was killed in the Indian fight there, and grandson of Thomas Kimberly, formerly of New Haven. (Hartford Times, June 16, 1902.)

SYBIL FITCH, born ———; married April 27, 1704, Joseph Hurlbut.
 MARTHA FITCH, born ———; died Feb. 2, 1713; unmarried (W.R.)

The inventory of her estate was taken Sept. 3, 1813, value £8-12-08, administration granted to her mother.

SAMUEL FITCH, born before 1697, died ———. In 1713, he being then a minor, he chose William Whiting to be his guardian.

FOURTH GENERATION

Children of SAMUEL III and HANNAH (ROSSITER) FITCH:

———, a daughter.

———, a daughter.

THOMAS FITCH (1772-1846).

DR. SAMUEL FITCH IV (1776-1847) of North Guilford, Conn. (See Goldthwaite's "Boardman Genealogy" and Dr. Alvan Talcott's "Some Guilford Families.")

CHAPTER XIV.

JOSEPH FITCH I OF WINDSOR, CONN.

JOSEPH FITCH I, the youngest of the four emigrant brothers, was born in Bocking, County Essex, England, and came to America with his widowed mother, Anne (Reeve) Fitch. The exact date of his arrival is not known but he came from the vicinity of Hartford, Conn., with his elder brother, Thomas Fitch I, to found Norwalk, Conn., in 1650-51. (See extracts from Norwalk Town Records in chapter on Thomas Fitch I.)

Joseph Fitch I stayed at Norwalk only a short time, while his elder brother, Thomas Fitch I, lived and died there and perpetuated his name in a distinguished line of Norwalk descendants.

The name of Joseph Fitch I appears on the map of the first home-lots of Norwalk, as owner of Lot 5. He possessed Norwalk meadow property, (south of East Norwalk School building) embracing the site bought in 1896 by St. Paul's parish for an East Norwalk Chapel. He remained in Norwalk only three years.

Joseph Fitch I sold out everything, "home-lot, housings and all other parcels of land of any kind" to Mark St. John, and went from Norwalk to Northampton, Mass., (1655), and thence back to Hartford (1660).

He married Mary Stone, the youngest daughter of the "acute and accurate" Rev. Mr. Samuel Stone and Elizabeth (Allen) Stone. Rev. Mr. Stone was the Hartford successor of the Rev. Mr. Thomas Hooker, the founder of the Connecticut state capital. Sarah Stone, sister of Mrs. Joseph Fitch I, married Thomas Butler of Hartford, Conn. Another sister was Mrs. Wm. Sedgewick.

Joseph Fitch I was of Hartford, Conn., 1660, where he was a freeman in 1662, and before 1663 he was married to Mary Stone. In 1669 Joseph Fitch I made Samuel Wyllys, who was about to set out for England, his attorney to sell his lands at Great Birch, County Essex. This land in England represented property bequeathed to him in the will of his brother, Nathaniel, in 1648-49.

Joseph Fitch I, and his mother, Anne (Reeve) Fitch, were living at Hartford, Conn., on October 21, 1669. This is proved by the records of the College of Arms, London, as stated in the certified "Pedigree of Fitch."

Before 1672 Joseph Fitch I removed to Windsor, Conn., on the east side of the Connecticut River, where he purchased a twentieth part of the township. He was alive in 1713. (See Hartford Co. Mem. Hist. p. 273—Stiles' Ancient Windsor, p. 261). He was Representative 1662-'68. His farm was situated near the boundary line of the present towns of East Hartford and East Windsor, Conn.

SECOND GENERATION

Children of JOSEPH I and MARY (STONE) FITCH:

CAPTAIN JOSEPH FITCH II, born ———. Married Prudence ———. Died February 18, 1697-8, at Windsor, Conn. Resided at Windsor, Conn. He was a Deputy to the General Court, 1665, in 1675, Commander of Dragoons in Hartford County. In 1688, he was made Captain of the Hartford County Company of troops.

He inherited a valuable estate but left little at the time of his death.

CORP. NATHANIEL FITCH, born ———. Married November 23, 1718, Abigail Bottolph of Stonington, Conn. She was born ———, died April 4, 1719. No children. Westcott in his "Life of Lieut. John Fitch, Inventor of the steamboat," says there was another son, Samuel, who died without issue after wasting his estate. He was probably the Samuel Fitch who married Apr. 1754, Martha Rowell, aged 80, neither having been married before.

THIRD GENERATION

Children of CAPTAIN JOSEPH II and PRUDENCE (———) FITCH:

JOSEPH FITCH III, born 1709. Joseph Fitch III was brought up in a family in Hartford, Conn., where he received a good education, "being taught to read, write and cipher," according to Westcott. His studies were of such a nature that he acquired a taste for astronomy, mathematics and natural philosophy. Married (1) Dec. 25, 1729, Sarah Shaler, born ———, died Sept. 4, 1748. Married (2) Abigail Church, born ———, died Dec. 10,

1772, of Hartford, Conn. They resided in a house on the boundary line between East Hartford and South Windsor, Conn. The greater part of the dwelling was in Windsor township. He died March 29, 1789, aged 80.

JOHN FITCH, born 1711, married 1736, Lydia Scott. Resided Hatfield, Mass.

SARAH, married 23 January 1689, John Stoughton.

FOURTH GENERATION

Children of JOSEPH III and SARAH (SHALER) FITCH:

ENSIGN JOSEPH FITCH IV, born ———, married July 9, 1760, Prudence Drake, "The Widow Prudence," born 1734, died Aug. 8, 1813. He settled at Wintonbury (Bloomfield), Conn. Died March 6, 1807.

LIEUT. AUGUSTUS FITCH, born 1773. He married January 22, 1760, Editha Field, of Hatfield, Mass., born ———, died ———, buried May 2, 1819. He settled at East Windsor, Conn. His name appears on a list of soldiers in several independent companies raised in 1755 during the French and Indian War. Died May 21, 1815.

SARAH FITCH, born ———. She married, aged 16, Timothy King of Windsor, Conn. Died ———. (See Stiles' "Ancient Windsor, Conn.")

ANNE FITCH, born 1738. She resided mostly with her uncle, John Fitch, in Hatfield, Mass. Married Joshua Belden. She died 8 Nov. 1819.

LIEUTENANT JOHN FITCH, inventor of the steamboat, was born Jan. 21, 1743, at South Windsor, Conn. He married Dec. 29, 1767, at Windsor, Lucy Roberts, born ———. She died ——— at Hartford, Trumbull, Co., Ohio, and is buried there. He served as a Lieutenant and gunsmith in the Revolution. He died July 2, 1798, at Bardstown, Ky., where his remains now rest beneath the magnificent monument in the Public Square. (See chapter on life of Lieutenant John Fitch, Inventor of the Steamboat.)

CHLOE FITCH, married Reuben Burnham.

FIFTH GENERATION

Children of JOSEPH IV and PRUDENCE (DRAKE) FITCH:

PRUDENCE FITCH, born March 15, 1761.

ALEXANDER FITCH, born July 30, 1762; died October —, 1770.

OLIVE FITCH, born Dec. 12, 1763.

JOSEPH FITCH V, born August 1, 1765; died Sept. 16, 1791. His gravestone, discovered by Dr. Henry R. Stiles, author of "Ancient Windsor, Conn.," in the graveyard of the old President Church of Woodbridge, N. J., bears the following inscription: "Sacred to the memory of Mr. Joseph and Mrs. Prudence Fitch of Windsor, in the county of Hartford, in Connecticut, who died Sept. 16, 1791, aged 26 years and 26 days. He was the sixth (should be fifth) eldest son of the same name who descended from Thomas Fitch of Bocking, Braintree, England."

LUTHER FITCH, born May 20, 1767. Married ———. He died ———. He had a daughter, Mary Amanda Fitch, who was baptized November 13, 1814.

JUSTUS FITCH, born May 20, 1769. Married ——— and lost an infant Jan. 3, 1808; a child, Nov., 1809; a child, March 18, 1811, and his wife, August, 1821. He died ———.

GEORGE FITCH, born April 22, 1774; died May 1, 1774.

Children of LIEUT. AUGUSTUS and EDITHA (FIELD) FITCH:

JOHN FIELD FITCH, baptized January, 1766. Married Lucy Mather, born 1770, in New Canaan parish near Norwalk, Conn. She died March 29, 1862, aged 92, at Hartford, Conn. He kept a store in South Windsor, Conn. After the birth of his children he went to reside in New York City, where he died ———.

Children of LIEUT. JOHN (INVENTOR OF THE STEAMBOAT), and LUCY (ROBERTS) FITCH:

SHALER FITCH, born November 3, 1768, at Windsor, Conn. Married on October 12, 1794, to Louisa Borden, born Dec. 10, 1778. He emigrated to Hartford, Trumbull Co., Ohio. Died ———, 1842.

LUCY FITCH, born 1769. Married Colonel James Kilbourne of Windsor, Conn. (See Kilbourne Genealogy in Stiles' "Ancient Windsor.") Colonel Kilbourne removed with his wife and family to Worthington, Franklin County, Ohio, in 1803. She died 1807. Colonel Kilbourne was a Congressman and was one of the most prominent pioneers of Ohio, laying the cornerstone of the capitol at Columbus, Ohio. (See sketch in Appleton's Cyclo-pedia of Biography.)

SIXTH GENERATION

Children of JOHN FIELD and LUCY (MATHER) FITCH:

JOHN FIELD FITCH II, baptized Dec. 24, 1790 and died Dec. 25, 1790, age 24 hours.

ELECTA FITCH. Probably the child baptized Feb., 1789; married John Smith of Hartford, Conn., 1814; a widower with two daughters.

JULIA FITCH, born Sept. 7, 1792; married Thaddeus, son of Joseph Hosmer, South Windsor, Conn., on March 29, 1818. They had (1) Catherine, married Timothy Cowles of East Hartford, Conn. Residence (1874) East Springfield, Pa., no issue; (2) Harriet N. Died ———.

AUGUSTUS FIELD FITCH, M. D., of Charleston, South Carolina. Baptized Feb. 15, 1795, married (1) May 1, 1821, Abigail Putnam of Hartford, Conn.; married (2) June 27, 1838, Sophia Mather of Westfield, Mass. He was a distinguished physician in Charleston, S. C., and left issue.

AURELIA FITCH, baptized April 30, 1797; residence Hartford, Conn.; unmarried; living July, 1890.

MARY MATHER FITCH, baptized January 13, 1806; married Joseph, son of Samuel Terry, South Windsor, Oct. 8, 1828; settled in Hartford, Conn. She died March 27, 1887. They had (1) Augustus, married, had children; Hartford; (2) Frances, married Leonard M. Hotchkiss, merchant, Hartford; had daughter, Mary Frances Hotchkiss.

Children of SHALER and LOUISA (BORDEN) FITCH:

JEREMIAH FITCH, born Oct. 11, 1795.

JOHN B. FITCH, born May 31, 1797.

—————, born June 6, 1799; died in infancy.

PHEBE B. FITCH, born July 19, 1800; married Aval Tracey (Tracy).

OSCAR FITCH, born June 28, 1803.

SHALER FITCH II, born May 6, 1806.

JAMES K. FITCH, born Jan. 25, 1808.

LUCY FITCH, born Feb. 20, 1810.

IRWENIA FITCH, born ———; married Chester Fraincher of Windsor, Conn.

Children of HON. JAMES and LUCY (FITCH) KILBOURNE:

HECTOR KILROURNE, died young.

LUCY KILBOURNE, married Matthew Matthews.

HARRIET KILBOURNE, married Dr. Calvin Case; married (2) Avery Battles.

LAURA KILBOURNE, married Renselaer N. Cowles.

BYRON KILBOURNE, married Mary H. Cowles; was prominent pioneer at Milwaukee, Wis.

ORREL KILBOURNE, married ———.

SEVENTH GENERATION

Children of DR. AUGUSTUS and ABIGAIL (PUTNAM) FITCH of Charleston, S. C.:

- (1) CATHERINE, married L. A. Hammond.
- (2) WILLIAM MOSELEY FITCH.
- (3) GEORGE PUTNAM FITCH.
- (4) JULIA ANN FITCH, married in 1851 to A. H. Jones of Charleston, S. C., and was the mother of Julia Ann, wife of Dr. James Henry Parker of 18 East 69th Street, New York. Mrs. Parker was National President of the Daughters of the Confederacy. She is widely known for her philanthropy, and for her gracious and generous hospitality. Her sister Caroline married Gadsden Fell of Savannah, Ga., and another sister is Mrs. Frank Glentworth Geary of New York.
- (5) DR. AUGUSTUS FITCH III, born April 9, 1830; residence, Charleston, S. C. Married F. Victoria Ward, April 29, 1862, and had (1) William Moseley Fitch II, and (2) Elizabeth Lyons.

Children of DR. AUGUSTUS and SOPHIA (MATHER) FITCH:

- (6) FRANCES MATHER FITCH married Alexander Jones and had one child, Edith, wife of F. M. Morgan.

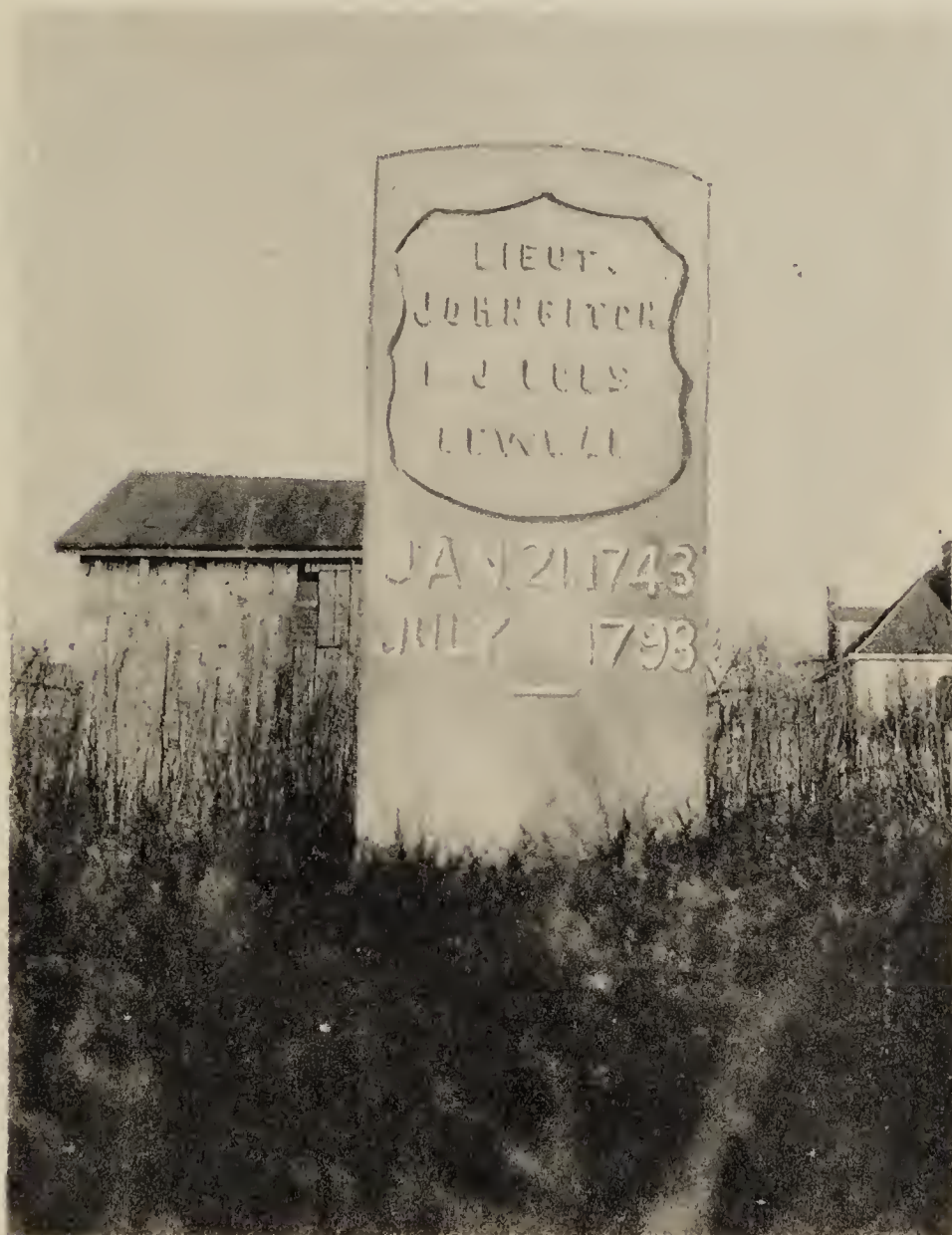


THE GRAVE OF JOHN FITCH, BARDSTOWN, KY.

FIRST GRAVE OF LIEUT. JOHN FITCH

In Bardstown, Ky., as of 1878 after the people of Bardstown had marked it with a square stone shown in foreground

(From Thompson Westcott's "Life of John Fitch," 1878)



MARKER ERECTED IN 1908 BY THE JOHN FITCH CHAPTER, D. A. R. OF BARDSTOWN, KY., OVER GRAVE OF LIEUT. JOHN FITCH IN THE OLD CEMETERY THERE

(Picture by courtesy of Mrs. Ben Johnson of Bardstown)



John Fitch

LIEUT. JOHN FITCH (1743-1798) INVENTOR OF THE STEAMBOAT
(From *The Kansas City Star*, May 31, 1927. Based on picture of John Fitch in Lloyd's
"Steamboat Directory," 1856)

CHAPTER XV.

LIEUTENANT JOHN FITCH, (1743-1798).

INVENTOR IN 1785 OF THE WORLD'S FIRST SUCCESSFUL STEAMBOAT,
WORLD PIONEER AND FATHER OF STEAM NAVIGATION—HIS
FAMOUS "FITCH MAP OF THE NORTHWEST, 1785."

In 1925, the Congress of the United States by unanimous vote declared Lieutenant John Fitch, Revolutionary officer, the real inventor of the world's first successful steamboat and appropriated \$15,000 for the erection of a Fitch national monument at Bardstown, Ky., "thereby," in the language of Governor Wm. J. Fields of Kentucky, in his speech at the unveiling, "settling so long as the American government shall endure the question as to who invented the steamboat."

In 1907, at the time of the Hudson-Fulton celebration in New York, the Albany Day Line reproduced Robert Fulton's first boat, the "Clermont;" but Lieut. John Fitch had built a successful steamboat twenty-two years before the "Clermont" was launched. Fully seventeen years before the advent of the Fulton craft, John Fitch was listed in the Philadelphia city-directory as "Owner of the Steamboat." This was running upon the Delaware River during the summer of 1790 under a printed advertised schedule and carrying passengers, as well as freight, on a published tariff, appearing in the two Philadelphia papers, the "Pennsylvania Packet" and "Federal Gazette."

LIEUTENANT JOHN FITCH (Lieut. John,⁴ Joseph,³ Joseph,² Joseph¹), was the great-grandson of Joseph Fitch I, who with three brothers, had emigrated from Bocking, County Essex, England, to Connecticut.

Joseph Fitch I, the great-grandfather of Lieut. John Fitch, married a daughter of the Rev. Mr. Samuel Stone, one of the prominent New England clergymen, and settled at Windsor, Conn., where he purchased a one-twentieth part of the township. Joseph

Fitch II inherited a large fortune but left little at the time of his death.

The following account of the inventor's childhood is taken from Thompson Westcott's "Life of John Fitch, the Inventor of the Steamboat," published first in 1857 and reprinted in 1878:

"Joseph Fitch III, the father of the inventor of the steamboat, was brought up in an industrious and affluent family settled at Hartford, Conn., where he was taught to read, write, and cipher. His studies were of such a nature that he acquired a taste for astronomy, mathematics, and natural philosophy. His own early hardships caused him to expect his own children to begin early to help with the family expenses, which parents at that time considered customary. In due time he married Sarah Shaler, of Bolton, Conn., an active, enterprising, good woman. During her life there were born to this couple three sons and three daughters.

"John Fitch was the fifth child, and was ushered into what to him was a world of misfortune, on the 21st of January, 1743, old style. The house where his parents resided was situated upon the boundary line between the townships of Windsor and Hartford; but, as the greater part of the dwelling was in Windsor, John always understood that his birthplace was in the latter, although it was situated only two miles from the city of Hartford. When the boy was about four years old he was sent to 'a dame school,' maintained by a tax on the residents of the township. Mrs. Rockwell, the mistress, found in young Fitch an apt scholar, and during the first summer he learned to spell such words as 'Commandment' and 'Jerusalem' with facility. While at this school he met with his first great misfortune. His mother died when he was about four years and eight months old. The children of the family then were Joseph, Augustus, Sarah, Anne, John, and Chloe. The bereaved father soon found the management of this progeny to be a task which he was incompetent to discharge with propriety, and he accordingly turned his attention to the serious business of wooing a second wife. His choice was determined by prudence, and it fell upon Abigail Church, of Hartford, a maiden lady, who was 'an orderly, easy-tempered, good woman,' and 'had some little property.'

"During the time of the courtship, John was kept at school, where his advancement was satisfactory. His father was necessarily and frequently away from home while engaged in 'paying attentions'

to Miss Church, and the house, during such expeditions, seems to have been left in the charge of the children. Upon one of those occasions, after John had returned from school, it being near the dusk of the evening, he and his youngest sister, Chloe, were alone in the house. Augustus and Sarah were in the barnyard milking the cows. Chloe had some important little secret to tell her brother—having received some gift during the day which she wished to show him. Lighting a candle, she went with it to the far side of the room, and while searching for the present, unfortunately set fire to two bundles of flax which were upon the floor. The inflammable material started into a blaze. Little John seeing it, ran and seized one of the burning bundles, which was so heavy that he could only carry it by resting it against his knees. He conveyed it in this manner to the chimney, and cast it down on the hearth, his hands being sadly burned, and his hair on fire. This he quenched, and then seized the second bundle, which was also ablaze, and put it on the hearth, where he tramped out the fire until it was extinguished. While he was engaged in this heroism, his sister, affrighted, had fled to the barnyard, where, in her agitation, she must have said something which was misunderstood. While little Johnny was yet smoking, his hair nearly singed off his head, his hands and feet blistered and smarting, and his eyes full of dust and cinders, his brother Augustus rushed in, and, without asking a word of explanation, fell upon the young hero, boxed his ears and beat him most severely. This was the reward for his bravery. He felt the injustice which was done him, and, on his father's return, made complaint, but received no redress, as his father seemed to misunderstand his story. This incident seemed to him in after years to be the first in a career in which his efforts to do good were misunderstood and punished, instead of being rewarded. At a later period, after having labored to convince his countrymen of the value of the steamboat, and receiving nothing but distrust, indifference, and the punishment of poverty and neglect, he reverted to this childish occurrence, as if to show that a malignant fate had pursued him almost from his infancy. 'This, sir,' says he, addressing the Rev. Mr. Irwin, 'being what I may call the first act of my life, seemed to forbode the future rewards I was to receive for my labors through life, which have generally corresponded exactly with that.'

"About two years after the death of the mother of John, his

father having won the affections of Miss Church, brought her home and established her in the position of wife, and ruler over the destinies of her step-children. The change, as it often happens, soon produced some alteration in the family. Joseph and Augustus were apprenticed to learn trades; Sarah was married at sixteen years of age; Anne was most of the time with her uncle, John Fitch, in Hatfield, Mass; so that, generally, there were only at home, the father, his wife, and John and Chloe. After Joseph had been away for a year he returned. He had learned to be a cooper, and set up that business at his father's house. John was permitted to go to school until he was about ten years of age, being subject, however, to many demands for his services, and being required to relinquish his studies during busy seasons, whenever his father thought it best to employ his son at home, as was then customary. Little John became at school 'quite a scholar.' Before he was ten years old he 'could say the New England primer all by heart, from 'Adam's fall' to the end of the catechism.' There was at his father's house an old copy of Hodder's arithmetic, which he got hold of and studied without assistance. He had a natural aptitude for figures, and when nine years of age had mastered addition, subtraction, multiplication, and division, and could tell 'how many minutes old' he would be when he reached ten years of age. He had now become a great enthusiast, and describes himself as 'almost crazy for learning.' His father now took him from school and put him to work. Being deprived of the benefit of education, John looked upon as a serious piece of injustice, although it was customary then for children to begin early to assist parents; yet he wrote in reference to his father's conduct, 'There was a great deal to plead for him. He was educated a rigid Christian bigot, a most strenuous Presbyterian, and carried it to such excess, that I dare not go in the garden to pick currants, or in the orchard to pick up an apple on the Sabbath. He probably thought that the extent of his duty towards me was to teach me how to read the Bible, that I might find the way to heaven, and when he had done that he felt perfectly easy, and if I could earn him 2d per day, it ought not to be lost.' Still his father very kindly encouraged him to study at home. He was at his book mornings and evenings, was a very zealous student, and got through Hodder as far as 'Alligation Alternate.'

"When he was about eleven years old he heard of a book which would give him 'information of the whole world.' This treasure was

Salmon's Geography. He asked his father to buy it for him, but the investment was greater than his frugality would allow him to indulge in. In this emergency John cast about for some means to raise money sufficient to purchase it. Having hit upon a plan, he requested of his father permission to plant potatoes on some headlands on the farm, and obtained the desired license. On a training day, when all others who had time were enjoying themselves at the muster, this little farmer devoted his holiday to the task of digging up the ground and planting his stock. He cultivated this small patch through the season, at noon, and after his regular work was done in the evening. The result of the adventure was the growth of several bushels of potatoes, which were sold in the fall for ten shillings. A merchant in the neighborhood, who was going to New York, engaged to buy the coveted book, but when he purchased it the cost was twelve shillings, leaving the poor little fellow two shillings in debt, a vast and troublesome obligation. Good luck soon enabled him to discharge this heavy debt. He studied his prize with intense energy, and in a short time was 'the best geographer, according to Salmon, which Connecticut could produce.' No question could be asked him about any nation, its situation, population, boundaries, chief towns, &c., which he could not answer 'according to Salmon.'

"Having now attained some geographical knowledge, and having been instructed by his father in surveying, as far as he himself understood it, the young Fitch began to have considerable conceit of his abilities. A very amusing exemplification of his self-sufficiency had been given before that time. Among the neighbors of the Fitch family, was his Excellency, Governor Roger Wolcott, father of Oliver Wolcott, afterwards a signer of the Declaration of Independence, and Governor of Connecticut. He had a piece of meadow land adjoining the Fitch farm, and sometimes during mowing time, would come beneath the shade of the trees where the laborers were resting. John was a pert, forward, smart little boy, and the Governor having some pieces of land to apportion off, requested the father that he would allow his son to carry the chain for him while making the surveys. The youngster was hugely flattered at this honor, and his good opinion of himself was much enhanced by the deference which Governor Wolcott paid to his suggestions. He consulted him upon all doubtful points, and seemed to adopt all his recommendations without hesitation as to their correctness. They surveyed several

small tracts lying upon the Podunck river, a very crooked stream. John, being expert in 'Hodder,' was ready in his calculations of the parts left out by the tortuous character of the watery boundary, and in estimating what ought to be taken in to reduce the whole to square measure. As a specimen of the operations of the boy of eleven years old, with the great man who had honored him with his confidence, the following is told. 'He asked me,' said Fitch, 'how we should go square across the end that we did not go out or in, but square off with the lines the first run.' I instantly told him thus:—

“ ‘As we had a four pole chain, that we would begin at the bush at the corner, and measure off two poles upon the trail that we had made through the grass, and for him to hold one end of the chain at that place, and I would walk round with the other end through the grass, and then he should hold the other end at the bush, whilst I trampled the grass in another circle, and one pole from where the grass was trampled both ways would be square from the first line. The old gentleman indulged me in this experiment, but what his views were I don't know, but I did it on the same principles that I now raise a perpendicular on paper, but did not know at that time a single geometrical problem.’

“The job of surveying thus commenced, was not completed upon that day. The Governor left his chain with little John, and gave him directions how to lay out some other pieces of ground, which task was completed by the young surveyor entirely to his own satisfaction. When the Governor came to the house of the father to receive the chain, the boy proudly produced it with the notes of his work, and was not unreasonable in expecting some remuneration for his labor; but the Governor coolly received the chain as a matter of right, placed it in his saddle-bag, and without deigning to notice his fellow-laborer, or even to thank him for his trouble, rode away with much dignity. This was a great disappointment to the young associate; but he solaced himself with the thought that he ought to have expected such treatment. Gov. Wolcott was a prudent man, and very careful of the means which he possessed. This disposition had already been proved by an incident which happened some time before, the memory of which was preserved in the Fitch family, as a perpetual monitor of the niggardly disposition of the Governor. At that period, it was the custom, in Connecticut, to make the mending of roads a township affair, and the assistance of all able-bodied resi-

dents was demanded at certain times for that purpose. It was a constant practice of the road-repairing parties to keep a sufficient store of New England rum for the solace of themselves and travellers. The latter were always requested to take a drink whenever they reached the place where the road-menders were stationed. It was a portion of the etiquette of such occasions, that the invitations should always be accepted; and it was equally a trait of good manners to recompense the voluntary hosts for the liberality which they thus exercised. It was a rare thing in any one to disregard such requests; and it was considered mean for a person to pass on without making some contribution to replenish the bottle. It once happened, when Joseph Fitch IV, with many others, were mending the highway near the farm, that Gov. Wolcott, majestically arrayed in scarlet, was passing along on his way to Hartford. The bottle was tendered him, and he did not refuse it, but, taking a generous dram, recompensed the expectant hosts who looked for a liberal donation, with a single copper. The circumstance so chagrined Joseph Fitch, the brother of the inventor, that he was determined to make visible commemoration of the paltry gift. He took the farthing to his father's house, and punched a hole in it. He got a post and set it firmly in the ground on the edge of the road; and, procuring a scarlet rag to make it more conspicuous, nailed the copper and the rag to the post, as a memento of the Governor's avarice, and as a hint to other travellers that they were expected to pay more liberally for their rum. 'This,' said John Fitch, many years afterward, 'was a mean way of getting money, but the Governor took an improper way to suppress it, and one which was very imprudent in the first officer of the government.' The circumstance certainly proved that he was very careful of his wealth, and it explained very satisfactorily the reason why the boy, who had been so useful to him in surveying, received no pecuniary acknowledgment.

"John Fitch as a lad had a strong desire to acquire knowledge; his father and brother expected him to do his share by working in the field rather than going to school to study. When he was about thirteen years of age, his father so far relaxed his demands upon him for labor, that he permitted him to go to school for about six weeks. In that time he got through the arithmetic, and had learned all that the school-master could teach of mathematics. The latter suggested that he would instruct the boy in surveying, if the proper

instruments were procured. The father of John, after earnest solicitation, consented to make the advance. He went to Hartford, and procured a scale and dividers, which were received by his son with warm expressions of gratitude. With these simple implements he became proficient, in two weeks, in what was then called surveying in New England. But he learned 'nothing of logarithms, or of calculation by latitude and departure, but only geometrically.'

"This was the last opportunity of studying allowed him by his family. He wished to perfect himself in the science of astronomy, but that taste met with no encouragement. Foiled in his most ardent wishes, he became at length discouraged, and, abandoning his books, fell gradually into the ways of boys of his own age, and devoted to play such hours as were permitted him to abstain from labor, and which formerly he had diligently dedicated to study. When he was about fifteen years old, his father hired him out one winter to Roswell Mills, for eleven shillings a month. Mills kept a large country store at Simsbury, in Hartford County. The principal article of payment for the goods sold to customers was pork, of which large quantities were received. Here the boy served faithfully, and acquired the friendship of Mr. Mills, who, afterwards abandoning store-keeping, took up the practice of the law at Windsor.

"At the age of seventeen, John became heartily disgusted with the farm labor which had been imposed upon him. He was desirous of obtaining some other employment, but was undecided whether he should go to sea, or become an apprentice to learn some trade. On a day, when all the residents of the parish, who were supposed to be able to work, were invited to assist in raising a new and stately meeting-house at Windsor, Fitch, who was affronted by not receiving an invitation to participate (probably through an oversight), procured a horse and rode over to Rocky Hill, on the Connecticut river, at which place a number of coasting vessels were usually to be found. This instance shows the proud spirit of young Fitch which marked his actions throughout his life.

"At Rocky Hill he made an agreement with one Captain Abbott, to go with him upon a voyage to New York. Returning home, he secured all the money which he possessed, about three shillings, and, informing his father of his determination, was presented with twenty shillings and his blessing. This showed the kindness of his father's nature. His experience on board the craft belonging to Capt.

Abbott was not of a nature to add to any happy anticipations which he might have had of the pleasures of a life upon a vessel. The mate, one Starr, treated him with roughness. He would not permit him to sleep at night in a berth, although some in the craft were vacant, but compelled him to slumber on a chest much shorter than he was, and without covering. The next day he was abused and beaten by this ruffian, and at night again banished to his chest. This treatment was sufficient to admonish him as to what he might expect during the voyage; and, as the vessel still laid at Rocky Hill, he quitted it on the second day, and engaged himself with one Capt. Ebens, who was bound for Rhode Island. By the latter he was treated with some humanity, and had nothing to complain of. They met with a severe storm in Providence, much to the discomfort of the young voyager, who, during its continuance, had no sanguine hope of safety. Capt. Ebens went to Providence and Newport, and having been away for five weeks, John returned to Rocky Hill, and sought his father's house.

"Pleased with the experience gained by his voyage, the youth was undecided whether to go to sea again, or to endeavor to procure a place at which he might learn a trade. Whilst the settlement of this question was yet in abeyance, he was sent to mill with a load of grain. At the cross-roads he met Benjamin Cheany and wife, who told him that they wanted just such a boy as he to learn the clock-making business. The idea was agreeable to him, and a few days afterward he called upon Cheany in reference to the subject. The result of the conference satisfied him that his services were wanted to cultivate the farm rather than to assist in the workshop. This was not what he desired; but, being anxious not to miss the opportunity, he declared that he would have no objection to work upon the farm some little time, if the precise period was specified in the indenture. Cheany proposed that six months in every year should be given to farm labor. This was not what should have been granted; 'but,' said Fitch, 'being so conceited that I could learn a trade in a short time, if I only had the first principles of it, and an expectation that my master would not call me off half that time from my trade, I agreed to his proposal.'

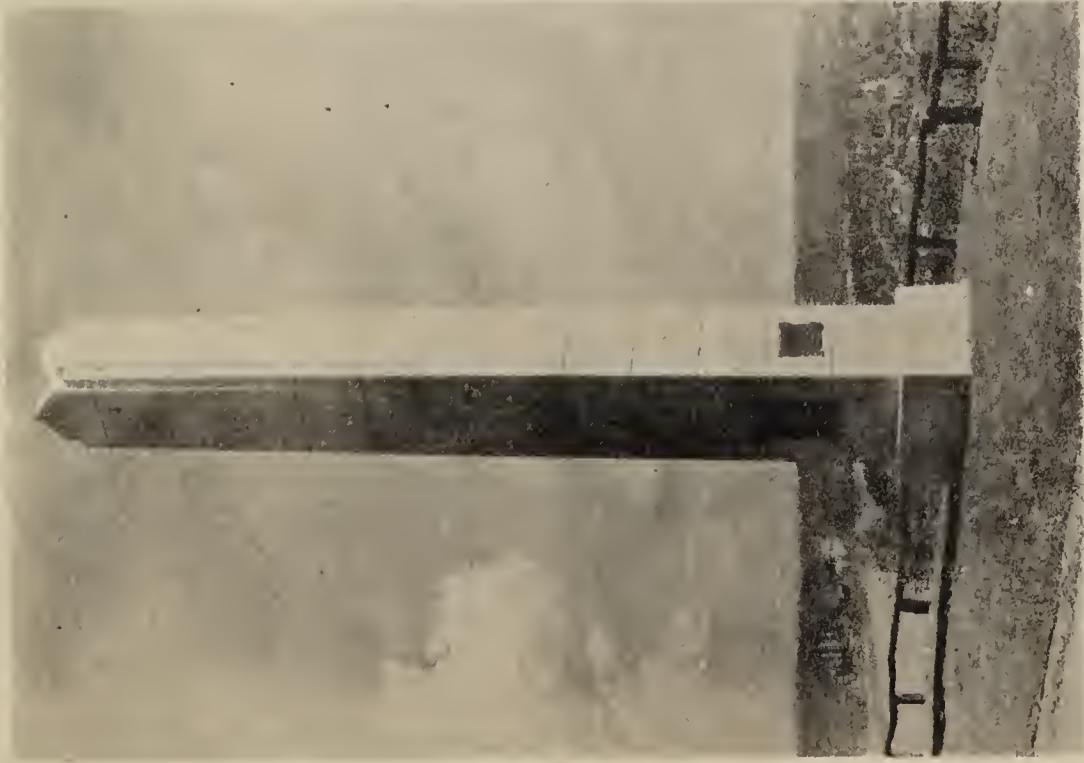
"As an apprentice, Fitch experienced many hardships and vicissitudes. Eventually he became adept as a clockmaker, goldsmith and silversmith, and practical engineer, which training was of great value to him later in his steamboat experiments."

Lieutenant John Fitch married Dec. 29, 1767, Lucy Roberts of Simsbury, Conn., several years his senior. They had met while Fitch was conducting some business in Simsbury, Conn. Their first child, Shaler, was born Nov. 2, 1767, and their second child, Lucy, was born in July, 1769. Some few months before the second baby was born, John Fitch, not aware of his wife's condition and leaving her all of his considerable property, separated from her on Jan. 18, 1769. He left Windsor the same day on foot with a small supply of clothing and less than eight dollars in his pocket. In later years, John Fitch sent his daughter a pair of silver buckles and a letter commending her for the devotion she had shown to her mother, with whom she was then living at the home of her brother, Shaler, in Hartford, Ohio.

It appears that both Fitch and his wife were quick-tempered, and their differences finally led to a separation. Later she seems to have acquired a small fortune from the considerable property Fitch had left her, on leaving home, and to have urged him to come back to her and share in her means; but he was too proud and stubborn for this, and as a result they remained apart until the end. He always praised his wife as a woman of the highest character and a wonderful mother to his children.

John Fitch's daughter, Lucy, was married Nov. 4, 1789, to Col. James Kilbourne, who was born of sturdy English stock in New Britain, Conn., Oct. 19, 1770. He was a lay-reader, who was ordained later by the Bishop of Connecticut and organized the first Protestant Episcopal Church in the Northwest Territory, serving for several years as its minister. He died in Worthington, Ohio, aged 80 years. Lucy (Fitch) Kilbourne died in 1807 and her mother, Lieut. John Fitch's wife, died about the same time and is buried in Hartford, Ohio, by the side of her son, Shaler Fitch. He died in 1842. (For genealogy of family of Lieut. John Fitch see chapter on Joseph Fitch I and his descendants.)

Lieut. John Fitch tells us in a manuscript which he deposited with the Library Company of Philadelphia, that he first got the idea on April 16, 1785 that a steam-propelled vehicle was a desideratum and a possibility. This was while he was crippled up with rheumatism, caused by his previous hardships as a British prisoner. Hobbling home from church, with his friend, James Ogilbee, at the intersection of York and Street Roads in Warminster township, Bucks County, Pa., they were swiftly passed by a Mr. Sinton and wife in a riding



**THE OHIO RIVER MONUMENT
AT CINCINNATI, OHIO**
Which was dedicated by President Herbert Hoover, Oct. 22, 1929. Roscoe Conkling Fitch of Detroit was chairman of an official committee representing Lieut. John Fitch, Inventor of the Steamboat, at the dedication exercises



**MEMORIAL TABLET CONTRASTING OHIO RIVER
OF TODAY AND LIEUT. FITCH'S DAY**
Lieutenant Fitch in 1782 was on his way down the Ohio River on a government mission, when he and those with him in the boat, were attacked and captured by Indians near the site of Marietta, Ohio. Fitch was taken prisoner to the British commander at Detroit, where he brought the first news of Cornwallis' surrender at Yorktown which had happened six months previously



**CONGRESSMAN JAMES KILBOURNE
OF OHIO**
Who married Lieutenant Fitch's only daughter, Lucy Fitch, and left descendants. Colonel Kilbourne laid the cornerstone of the Ohio State Capitol at Columbus, Ohio

I know that the scheme of the Steam Boat is treated with contempt by the populace, and perhaps the honorable the Commissioners may think it hardly worth their serious consideration, yet as a Citizen of the United States I have confidence to look up to you for justice, as a scheme of the first importance to me, and when I inform you that I have spent between five and six years of the Prime of my days to effect it, with the amazing sum of near \$4,000, and by that means reduced myself to penury and want, I doubt not but a candid and just hearing will take place.

EXCERPTS FROM ORIGINAL MANUSCRIPT OF LIEUT. JOHN FITCH'S APPLICATION FOR PATENT FOR HIS STEAMBOAT INVENTION FILED WITH THE UNITED STATES PATENT COMMISSIONERS

On August 26, 1791, Congress, upon favorable report made by Jefferson, Calhoun and General Knox, granted a patent to Fitch for a term of 14 years, which was signed by George Washington as President. On Nov. 20, 1791, King Louis XVI of France also granted letters patent to Fitch which protected his invention in that country for 15 years.

(Courtesy of Bunford Samuel, acting Librarian, Ridgway Branch of the Library Company of Philadelphia, Pa.)

“chair.” John Fitch at that time was engaged in the business of a silversmith in Bucks County, Pa. The speed of the vehicle, as compared with his own limping progress, caused Fitch to think that it would be a great thing to have a means of conveyance without keeping a horse. He had already observed the expansive qualities of steam and his fancy now turned to the idea of a steam-engine.

After puzzling over the matter for a few days and giving up the idea of steam-propelled land carriages (because of the condition of the rough wilderness roads of that time), Fitch, who had never seen a steam engine and did not know that such a thing had ever been built, prepared a sketch and then made a model embodying his ideas for a steamboat. This model actually “ran” on a nearby pond in Davisville, Bucks County, Pa., in 1785.

The Bucks County Historical Society, Pa., has had erected a large stone monument which stands at the north-west corner of the York and Street Roads in Warminster Township, Bucks County, Pa.

The inscription reads:

“JOHN FITCH
Here Conceived the
Idea of the First
STEAMBOAT
He ran a boat with
side wheels by Steam
on a pond below
Davisville in 1785
BUCKS COUNTY HISTORICAL
SOCIETY 1902”

Lieut. Fitch’s first successful steamboat on the Delaware River was built in Philadelphia in 1786, and first tested on the Delaware River July 27, 1786, when a successful public trial was made. A model of this steamboat is in the Smithsonian Institution, Washington, D. C.

In 1787, Lieut. Fitch launched another steamboat on the Delaware River at Philadelphia, Pa. He invited the members of the Convention then in session at Philadelphia to draft the Constitution of the United States of America, to ride upon his unique craft. With but few exceptions the persons invited accepted the invitation and had their first water-trip on a steam-propelled craft (Aug. 22, 1787.) Several of them have left on record written impressions of this first experience. Many of these testimonials are in possession

of the Library of Congress at Washington, D. C., and the Library Company of Philadelphia. Lieut. John Fitch gave his papers and folio autobiography written in his own hand shortly before his death, to the Philadelphia institution.

Lieut. Fitch built another steamboat which on Oct. 12, 1788, took thirty passengers from Philadelphia to Burlington (estimated twenty miles) in three hours and ten minutes. The "Popular Science Monthly" in its January, 1930, issue, says this was the "world's first successful steamboat."

The city of Trenton, N. J., honors Lieutenant John Fitch with a shaft on the Delaware River near where the Philadelphia boat docks and from which Fitch's commercial steamboat of 1790, the *Perseverance I*, plied to Philadelphia. Trenton also named a boulevard in his honor called "John Fitch Way."

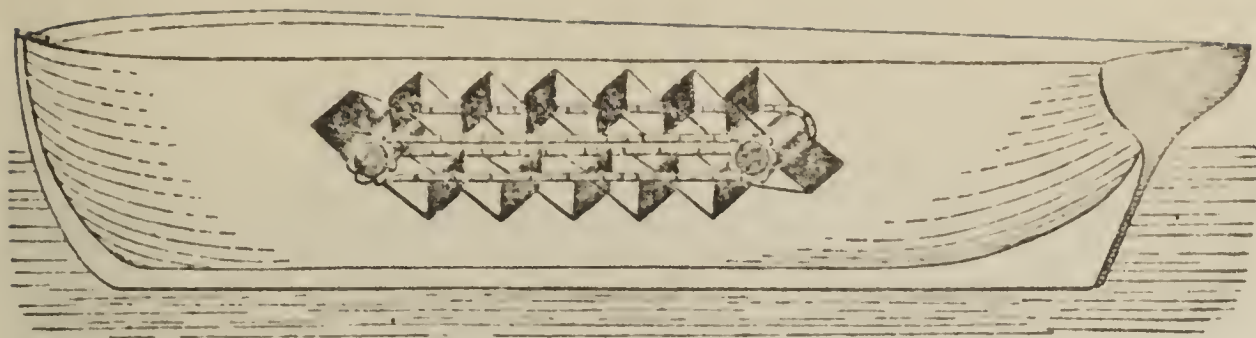
But John Fitch had no money and steamboats can't be built wholly out of dream-stuff no matter how enthusiastically optimistic the dreamer may be. Lieut. Fitch had a continual struggle until his death to raise funds to build his successive steamboats. He was continually making improvements that would perfect his invention and building larger and better boats.

So in 1785, after he had demonstrated that a boat propelled by steam was practical by running a boat on the pond below Davisville, Bucks County, Pa., he bethought himself of ways and means of financing his invention. This successful trial was made in May or June, probably the last week in June, 1785.

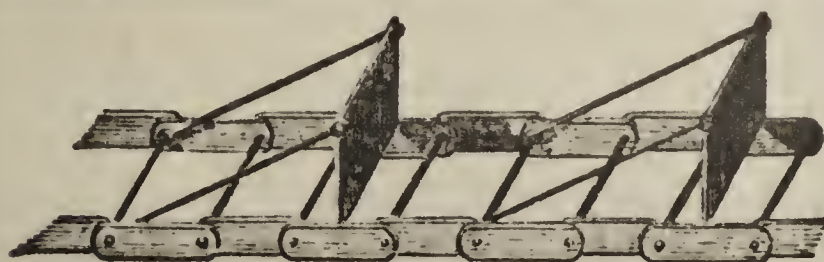
Pushed to an extremity, Fitch fell back upon the expedient of printing and selling maps of the new "Northwest Territory" in which everybody then had become suddenly interested. He had served as a Lieutenant in the Revolution. He was also chief gunsmith for the Committee of Safety of the Province of New Jersey, having charge of the works at Trenton, with several workmen employed under him, making guns and cannon for Washington's army.

Fitch was also a Deputy Surveyor and in 1782, while enroute from Pittsburgh to New Orleans, on his way down the Ohio River, near the site of Marietta, Ohio, he and those in the boat with him were made prisoners by a band of Indians who were allied with the British.

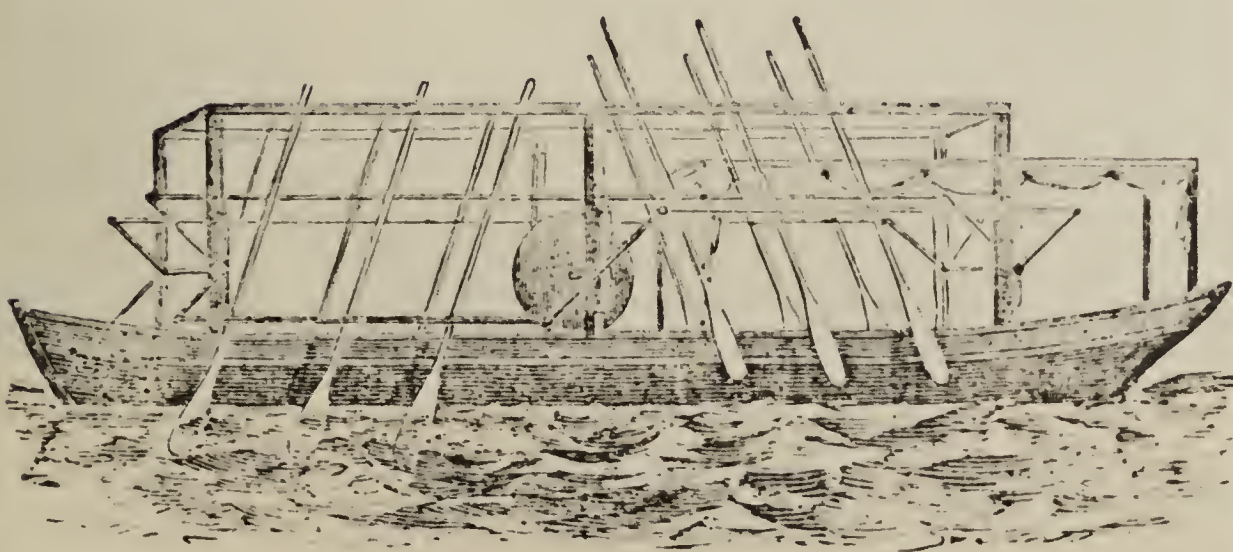
Lieut. Fitch was fortunate enough to talk himself into the good



John Fitch's model of Sept., 1785, with endless chain and floats and paddleboards, in possession of the American Philosophical Society.



A section of chain and paddle



John Fitch's Steamboat of 1786-87.

PICTORIAL HISTORY OF LIEUTENANT JOHN FITCH'S INVENTION OF THE STEAMBOAT

(The pictures which follow are reproduced from Thompson Westcott's "Life of John Fitch, Inventor of the Steamboat," published in 1878 by J. B. Lippincott & Co. of Philadelphia)



LIEUT. JOHN FITCH MONUMENT IN BUCKS COUNTY, PA.

In April, 1785, Lieut. John Fitch conceived the idea of propelling land carriages by steam, when he noticed the motion of a wheel in a chaise which passed him as he walked along the road in Bucks County, Pa., where he was then living. The thought of steam carriages was entertained for a few weeks and then given up for that of steamboats on account of the difficulties of travel over the rough wilderness roads of that period. The monument shown above stands at the northwest corner of the York Road and the Street Road in Warminster Township, Bucks County, Pa.

(Courtesy of Bucks County Historical Society)

graces of the Indian Chief, Buffaloe, who decided not to kill him but to take him prisoner to Detroit and turn him over to the British commandant. News of the surrender of Cornwallis at Yorktown, which had taken place Oct. 19, 1781, more than six months before, had not yet reached Detroit. Lieut. Fitch was the first to inform the British commandant, Major Duposters, who was astounded and received the news of the American victory with much doubt.

Fitch was confined a prisoner in old Fort Lernoult which stood on the site of the present Detroit postoffice. A tablet at the Fort Street entrance to the Postoffice states that it designates the site of an English fort erected in 1778 by Major R. B. Lernoult as a defense against the Americans. It was subsequently called Fort Shelby in honor of Governor Isaac Shelby of Kentucky. Its evacuation in 1796 was the closing act of the War of Independence.

Early French explorers had mapped the territory now comprised in the Great Lakes states and it is probable that Fitch as an officer was accorded the courtesy by the British commander, during his confinement, of examining the maps they then had at Detroit. In any event, Fitch's map of 1785 gives in remarkable detail the topography of the old Northwest Territory of 1782-1785.

Fitch was later sent to Prison Island by the Detroit commandant and from there by the St. Lawrence River to Montreal, Quebec, and eventually to New York and Dobbs Ferry, where he was released. He returned to Bucks County, Pa., where he at once sought out an old friend, Jacobus ("Cobe") Scout.

When pressed for funds to finance his steamboat invention in 1785, three years after his confinement as a British prisoner in Detroit, Fitch racked his brains for a scheme to raise money. He finally hit upon the idea of capitalizing his knowledge and experience gained while passing through the Northwest country as a British prisoner, by engraving and selling maps of the territory.

Fitch at once got a sheet of copper and hammered, polished, and engraved a map in Cobe Scout's log wheelwright's shop. He printed it on the cider press of Charles Garrison in Bucks County, Pa. The maps were then given over to Margaret Patterson to be colored. With the proceeds of these hand-engraved, hand-printed and hand-painted maps, John Fitch raised his share of the cost of building the world's first successful steamboat.

His success was so pronounced that the operating schedule in

1790, of his steamboat *Perseverance* I was announced in 23 successive "ads" in the Philadelphia press, specifying 31 distinct trips, covering more than 3000 miles and carrying both passengers and freight.

P. Lee Phillips, Chief of the Division of Maps and Charts, Library of Congress, has published a book entitled "The Fitch Map of the Northwest, 1785." This contains an excellent reproduction of Fitch's map from a fine impression in the collection of Dr. A. S. W. Rosenbach of Philadelphia. A copy of this book is on view in all the larger libraries.

Phillips says in his opening paragraph:

"It is not often that the word 'unique' may be used in referring to any literary production, but to John Fitch's map of the Northwest, such a word is well applied. Made to further one of the greatest inventions of modern days, that of the steamboat, absolutely unusual in construction, scarce in number and of considerable cartographical interest to early United States geography, the owner of one of these maps may be assured that he has in his possession a much sought-after treasure.

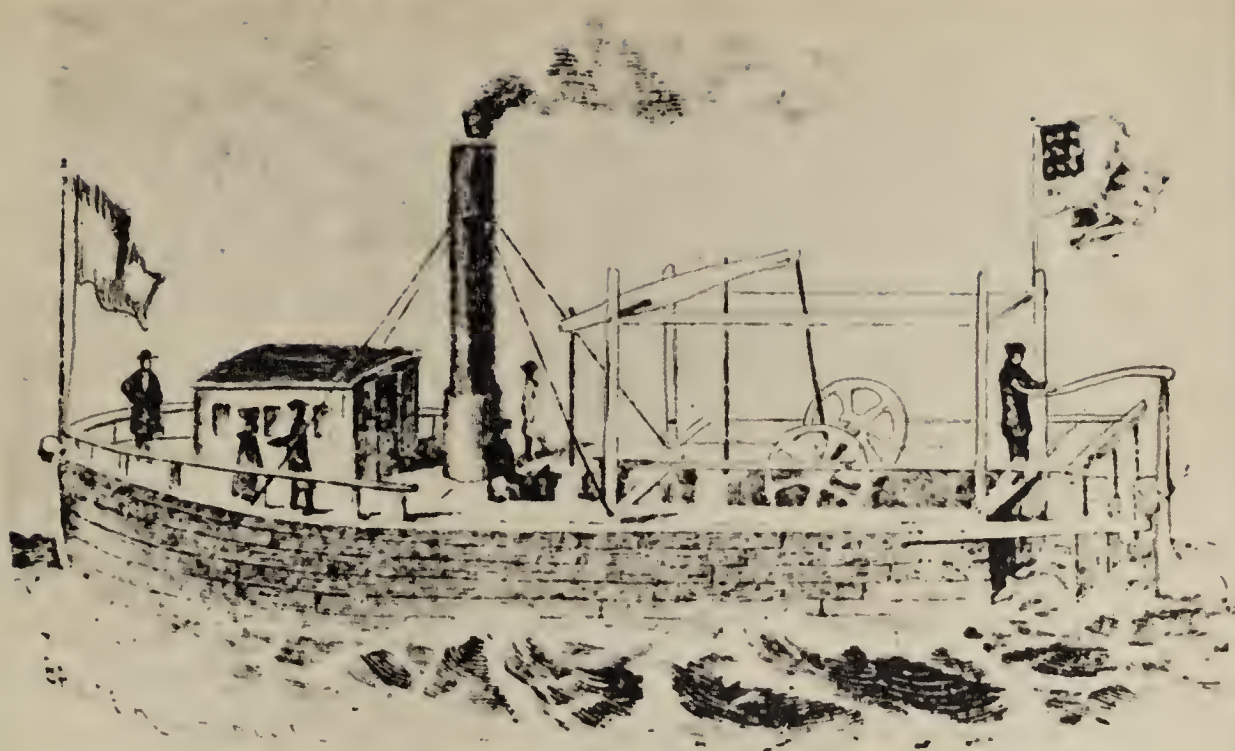
"It may be stated that this is the only map known which was made, engraved and printed by the same person, Lieutenant John Fitch, who has an undoubted claim to being the first to invent and apply steam propulsion of vessels through the water."

"But," someone says, "Why hasn't John Fitch been given credit for this invention in the histories used in our public schools? Why does all the credit go to Fulton?"

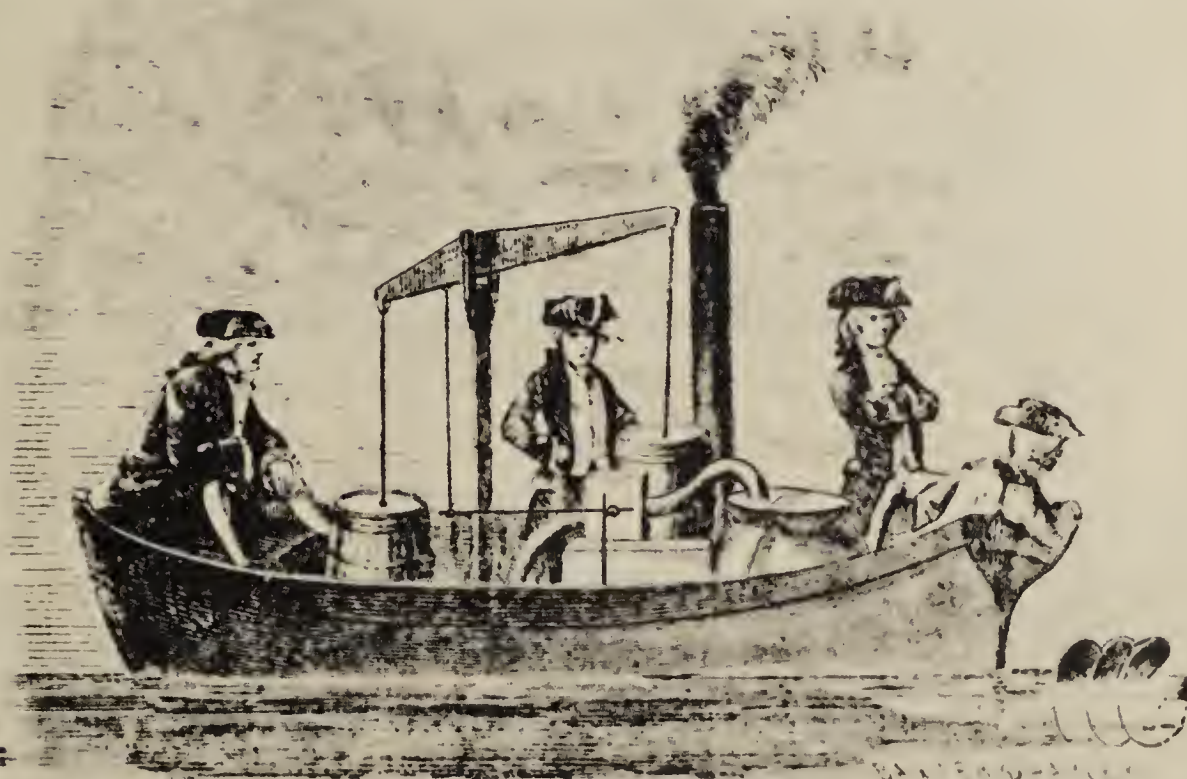
Well, that's another long story and it would take a long time to tell it. It can best be summed up by saying that all through the years men have been protesting against this injustice until the United States Congress by unanimous vote of both the Senate and the House, approved February 12, 1925, an appropriation, sponsored by Congressman Ben Johnson of Bardstown, Ky., of \$15,000 for a suitable monument to Lieutenant John Fitch, acknowledging that he was the Inventor of the Steamboat. This memorial was unveiled with impressive ceremonies on May 25, 1927, and now stands in the Public Square at Bardstown, where John Fitch died.

His remains were removed from the old cemetery at Bardstown and now rest in a sarcophagus under the magnificent monument.

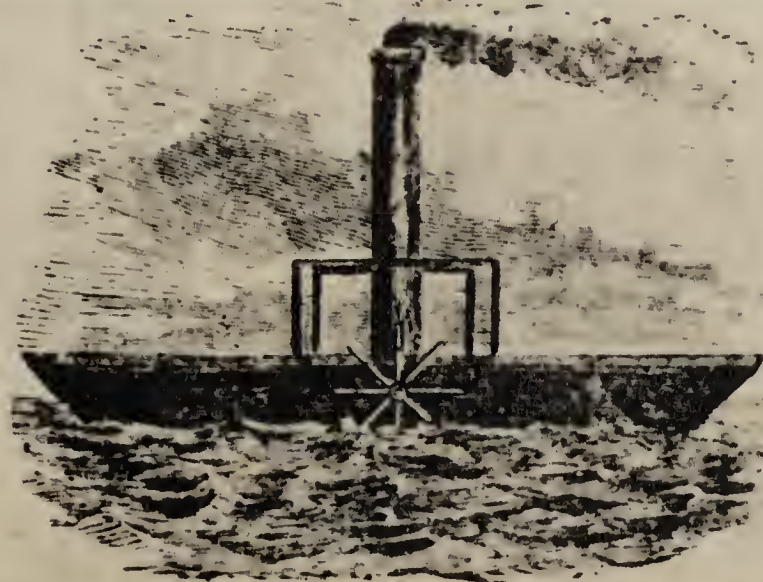
The dedication of the monument was attended by a great gathering of people among whom were Charles Lee Fitch of Warren,



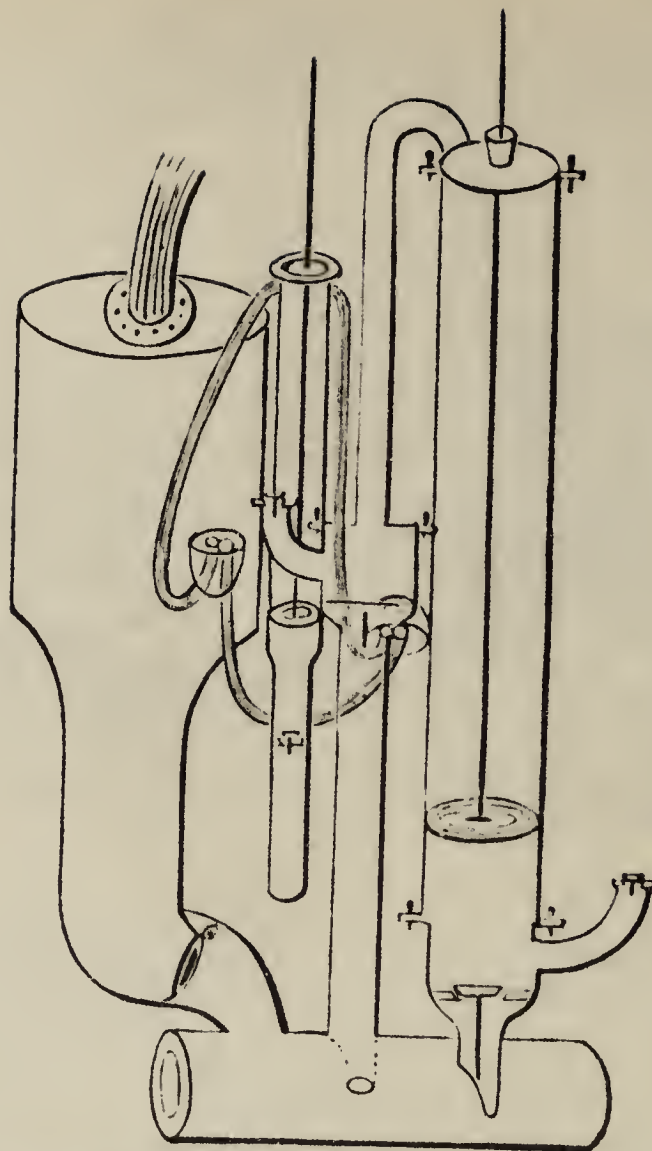
John Fitch's Steam-boat — 1788. 1789. 1790.



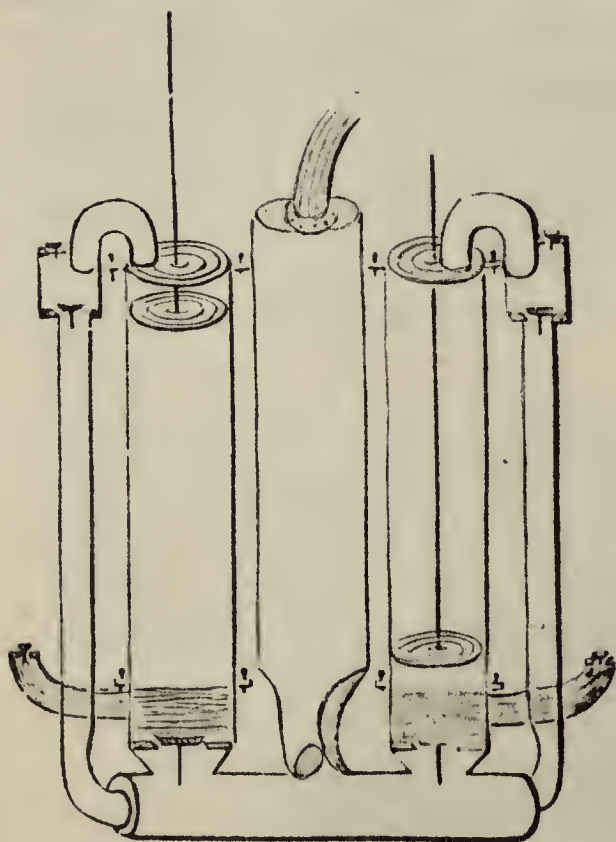
John Fitch's Screw-propeller Steam-boat on the Collect, New York, 1790.



Fitch's Model Steamboat, Bardstown, Kentucky, 1797-8.



Cylinder, Condenser, and Air-pump of Fitch's Steam-boat.
[From the original drawing in the Philadelphia Library.]



Cylinder, Condenser, and Air-pump of Fitch's Steam-boat.
[From the original drawing in the Philadelphia Library.]

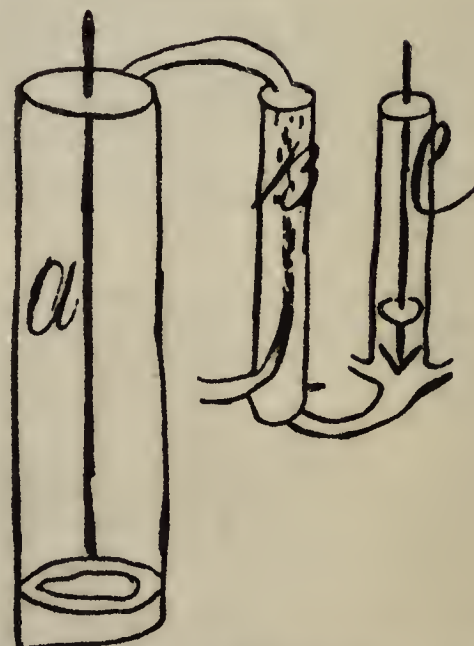


Fig. 2. John Fitch's Condenser, Cylinder, and Air-pump.

Ohio, a great-great-great-grandson of the inventor; by Charles F. Fitch and his daughters, Frances and Charlotte, of Greenville, Pa., who participated in the ceremonies; by Emerson Fitch of Andover, Ohio (both great-great grandsons of John Fitch), and by Lieut.-Col. C. Seymour Bullock of South Bend, Indiana, who has been one of the foremost in the effort to secure proper historical credit for Lieut. Fitch.

Resuming the story of John Fitch's invention of the steamboat, Fitch, in 1790, built another boat which attained a speed of eight miles an hour which continued to run on the Delaware River, carrying passengers and freight, for three or four months. This boat was known as the "Perseverance I." In 1791, he built a larger boat, called the "Perseverance II," which was blown aground on Petty's Island at Philadelphia. This wrecked Fitch's hopes to use the latter boat in the navigation of the Ohio and Mississippi rivers.

The best speed obtained by his previous boat had been over six miles an hour, when on Oct. 12, 1788, the boat took 30 passengers from Philadelphia to Burlington in three hours and ten minutes.

On April 23, 1791, Fitch applied to the Federal Congress for a patent of his invention. This patent was granted on Aug. 6, 1791, the original document being signed by George Washington and Commissioners Thomas Jefferson, Gen. Henry Knox, and John Randolph. On Nov. 20, 1791, the French Government also granted letters patent to Fitch which protected his invention in that country for 15 years. The original of this French patent, which was signed by King Louis XVI, is now in the old National Museum in Washington, D. C.

In 1793, Fitch went to France where he hoped to finance and build a steamboat but found conditions unfavorable due to the unsettled times preceding the French Revolution.

Before leaving France for England, Fitch left with Aaron Vail, U. S. Consul at L'Orient in France, all the drawings and specifications that he had taken with him from this country. Vail had been a member of the original company for building steamboats on the Delaware and thought he would be able to interest the French engineers in the project after they had taken time to investigate it more fully.

Robert Fulton, who was at that time a miniature painter in London under the tutelage of Benjamin West, had occasion to visit France and while there carefully studied Fitch's drawings and speci-

fications which Fitch had left with Vail. This is substantiated by documentary proof. MR. VAIL WROTE, "I LENT MR. FULTON AT PARIS ALL THE SPECIFICATIONS AND DRAWINGS OF MR. FITCH AND THEY REMAINED IN HIS POSSESSION SEVERAL MONTHS." There was nothing wrong about this on Fulton's part. Fitch was secure in his exclusive patents at that time and was anxious to have as many people as possible interested in his invention. It is to be remembered that Fulton did not launch the "Clermont" until after Fitch had died and his exclusive rights had expired.

The flag, too, that Governor Thomas Mifflin of Pennsylvania and the members of the Council presented to Lieut. Fitch after a ride on his steamboat in 1790, was also left by Fitch with Vail.

Later on these drawings were turned over to Chancellor Robert R. Livingston of New York, who was sent as U. S. Ambassador to France in 1799. They became the basis for Livingston's more intelligent study of a theme to which he had already given considerable attention and in which he had made a number of fruitless experiments.

The Chancellor then urged Fulton, they having met in Paris and become friends, to take up the project of steamboats, which he seems to have dropped after his correspondence in 1793. Fulton in a letter to Lord Stanhope in Nov., 1793, said:

"In June, 1793, I began the experiments on the steamships. My first design was to imitate the spring in the tail of a salmon. For this purpose I supposed a large bow to be wound up by the steam engine and the collected force attached to the end of a paddle, as in No. 1, let off, would urge the vessel forward."

After returning to America from France, Fitch, in 1796, while residing in the city of New York, constructed another steamboat. Successful experiments were made with this boat on the old Collect Pond, on which site the present Tombs Prison now stands. There is abundant testimony relative to the construction and success of this small steamer, but the most interesting point in connection with this boat is the fact that *Chancellor Livingston, who was later Fulton's financial backer, made several trips as Fitch's guest on the boat in 1796-7.*

It is worthy of note that this boat was driven by a screw pro-

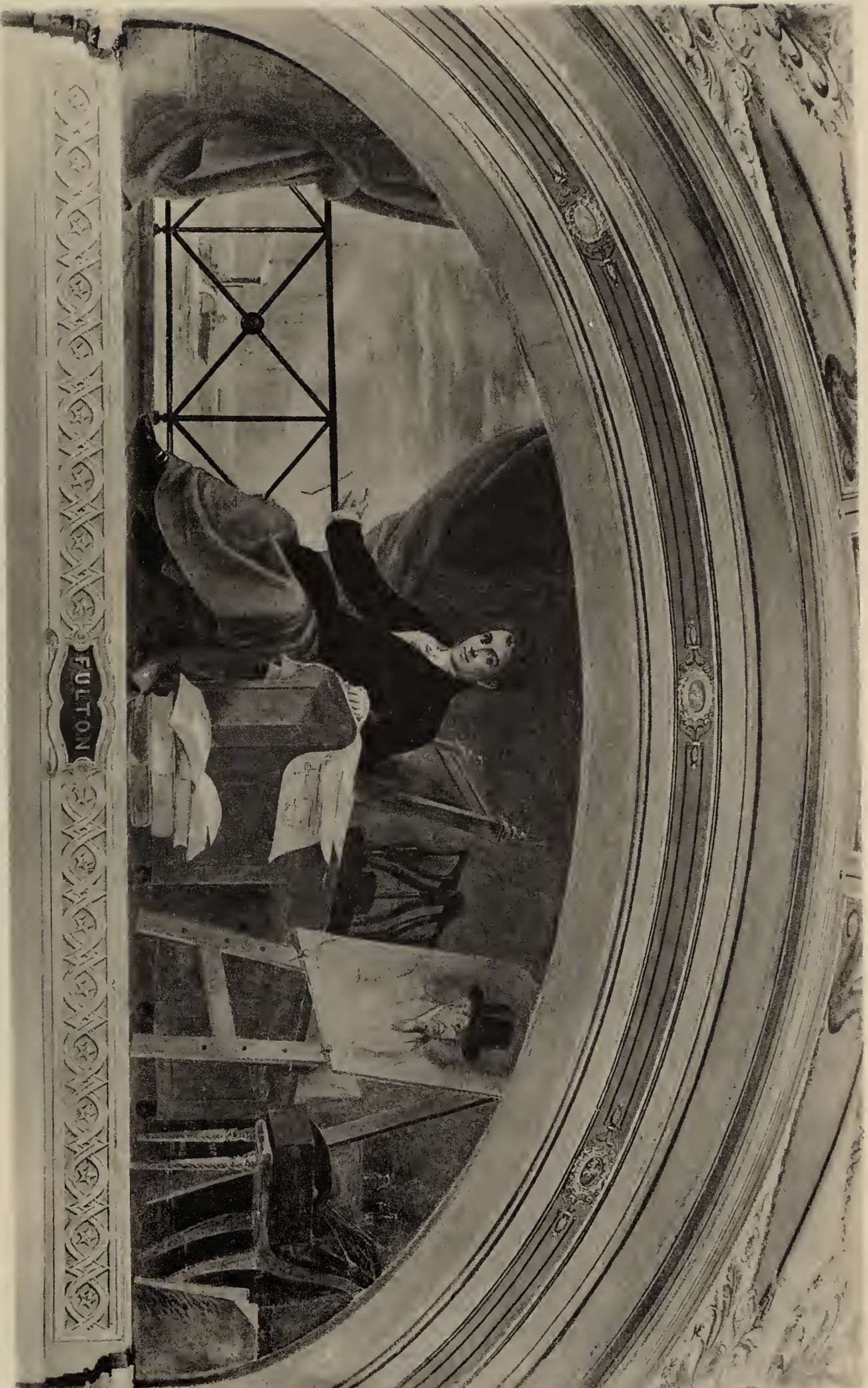


MONUMENT AT SOUTH WINDSOR, NEAR HARTFORD, CONN., MARKING THE BIRTHPLACE OF LIEUTENANT JOHN FITCH, BORN JAN. 21, 1743. He was an officer in the Revolution, serving under Washington at Trenton and Valley Forge. In 1785, he was the first in the World's history to invent and apply steam propulsion of vessels through water. He died July 2, 1798 and was buried in Bardstown, Ky.



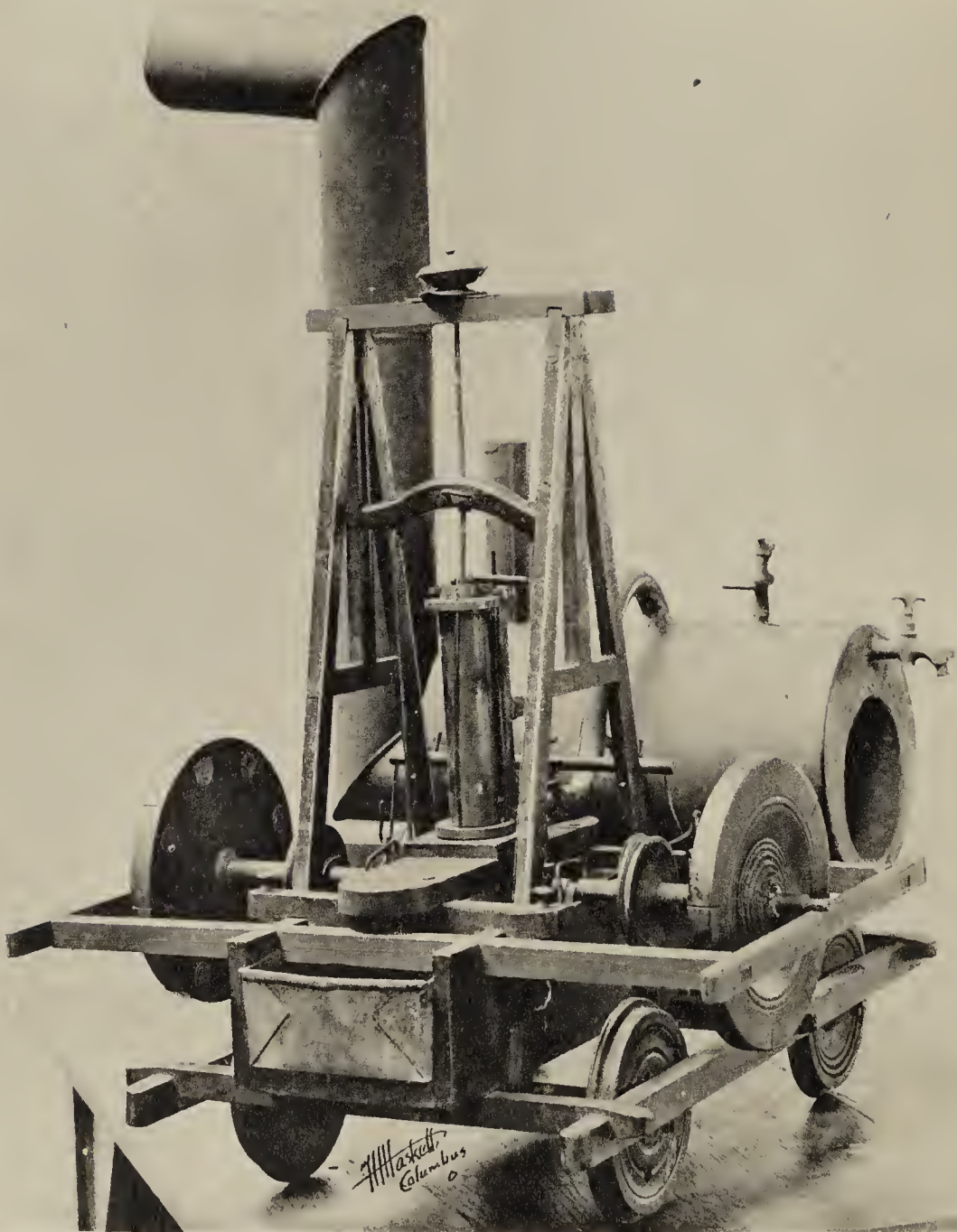
FRESCO PAINTING OF LIEUTENANT JOHN FITCH IN THE UNITED STATES CAPITOL
WASHINGTON, D. C.

This fresco by the artist, Constantino Brumidi of Rome, shows Lieut. John Fitch as he appeared in the prime of his manhood. Fitch was a tall man, straight as an arrow, standing six feet two in his stocking feet; he had black hair and piercing black eyes. The fresco shows Fitch's steamboat of 1797 and his famous "Fitch Map of the Northwest," printed in 1785. John Fitch is shown here making a boat. Fitch's invention of the steamboat antedated Fulton's "Clermont" by twenty-two years.



FRESCO PICTURE OF ROBERT FULTON FACING THE LIEUT. JOHN FITCH PAINTING IN THE U. S. CAPITOL,
WASHINGTON, D. C.

This fresco picture by Brumidi shows Fulton looking out of a large window or from a balcony at a steamboat. Fulton's name is beneath the picture, which is on the opposite wall to the John Fitch fresco in the very northeast corner of the Senate Wing, street floor of the Capitol. Hon. Ben Johnson declared in Congress that these two paintings were probably designed to show to posterity the claim of Fitch as the real inventor. Fulton, then a miniature painter, while in Europe, borrowed Fitch's drawings of his steamboat sent by Fitch to Aaron Vail, American consul in France, to secure his French patent granted by King Louis XVI on Nov. 20, 1791. Vail left an affidavit saying, "I loaned Mr. Fulton of Paris all of Mr. Fitch's plans and he had them in his possession several months."



ORIGINAL MODEL OF LIEUT. JOHN FITCH STEAMBOAT ENGINE

In Museum of Ohio Archaeological and Historical Society, Ohio State University Campus, Columbus, Ohio. The description reads:

"This original model of the first steam engine was presented to the Society by Mr. A. U. Whiting, great grandson of John Fitch, its inventor. It was brought to Ohio in 1803 by Mrs. James Kilbourne, daughter of John Fitch

By Fitch's invention a boat was propelled by steam on the Delaware River at Philadelphia, July, 1786. Two years later a larger steamboat was launched on the Delaware River, equipped with the Fitch engine and made a speed of four miles an hour. One year later the machinery had been so improved that this speed was doubled"

pellor and was unquestionably the first boat of this kind ever constructed.

John Fitch was a member of the Bristol, Pa., Masonic Lodge No. 25, A. Y. M., and attended lodge in Philadelphia while living there. He left a sum of money with the lodge with instructions that the interest should be given annually to the man who would stand on his grave and sing the song, "My Little Brown Jug and I."

Fitch spent the last days of his life at Bardstown, Ky. Of his inventions and disappointments during this period, he wrote: "I confess the thought of a steamboat, which first struck me by mere accident, about the middle of April, 1785, has hitherto been very unfortunate. The perplexities and embarrassments through which it has caused me to wade far exceed anything that the common course of life ever presented to my view."

Fitch died in Bardstown, July 2, 1798, from sheer exhaustion, completely worn out by his effort to prove to an unbelieving world the practical value of the steamboat.

One of the last letters Fitch wrote was to his friend, Dr. William Thornton, afterwards first architect of the United States Capitol at Washington (1793-1802). This letter, which proves indisputably that Fitch was not a suicide as some misinformed writers have stated, follows:

"Bardstown, Nelson County, Kentucky, 1st Feby. 1798.
My Worthy Friend:

I am going fast to my mother clay. Yesterday I executed my last will which I ever mean to make. My property here will be much more than I ever expected . . . Address letter for me to Mr. John Rowan, Bardstown. If I am here I can pay the postage, if not he will have enough in his hands. I shall transact no more business of myself but leave it altogether to him.

My worthy friend, I have many more things to inform you and Mr. Vail but being fatigued shall only say

that I am

and shall die

a friend to both of you

(Signed) John Fitch."

Lt. Col. C. Seymour Bullock, of South Bend, Ind., a distinguished officer in the World War and lecturer of national reputation,

who like Mrs. Ben Johnson is not related to the Fitches, sent the writer under date of Nov. 25, 1929, the following facts:

"For forty years I have gathered steamboat data and have made contact with all branches of the Fitch-Kilbourne family, as they moved out from Hartford, Ohio. I went to Bardstown, Ky., in 1905 and gave talks about Lieut. Fitch to various groups there. Until then the high school students each year gathered into one heap the stones that had been piled up the year before by students of the previous class. After my visit, the Lieut. John Fitch D. A. R. Chapter was organized by Mrs. Ben Johnson, and secured a Revolutionary soldier's marker for his grave."

"When I went to Bardstown first, the tradition about Lieut. Fitch was only one 'word-of-mouth' away from men who knew him personally. I talked to everybody who had any information at all. As I got it then, and as I believe it to stand for the truth, is that Lieut. Fitch went out from the inn, while ill, to a spring down the bank and that his heart failed him when he tried to return. It was night. He was found the next morning early but did not recover from the exposure, and thus his death resulted." This account of Lieut. Fitch's death from perfectly natural causes is borne out by the oldest people in Bardstown to whom the writer talked during a visit there late in 1929.

Connecticut honors the memory of its native son, John Fitch, by a tablet in bronze which was placed in 1887 on the east wall of the north entrance to the Capitol Building in Hartford, Conn.

Lt. Col. C. Seymour Bullock, in his "Miracle of the First Steamboat," says:

"Had Fitch been as thrifty as he was inventive he might have become wealthy, for Gardoque, the Spanish envoy to this country, wished to buy his invention for the sole and exclusive use of the King of Spain. Fitch replied, 'No; if there is any glory or profit in my invention, my countrymen shall have the whole of it.'"

Lieut. Fitch was fond of talking with the workmen who assisted him in building his first steamboats. To one of them he said: "If I shall not live to see it, you may, when steamboats will be preferred to all other means of conveyance, and especially for passengers; and they will be particularly useful in the navigation of the Ohio and the Mississippi."

In 1793 Fitch published a pamphlet telling of the invention of

I John Fitch of the County of Nelson do make this my
last Will and Testament - To William Rowan Esq. my
Trusty Friend I bequeath my ~~Woolen Hat~~ Shoe, Knee and
Stock-buckles, Walking Stick, and spectacles - To Doctor William
Thornton of the City of Washington in the District of Columbia
To Eliza Vail daughter of Aaron Vail, Consul of
the United States at L'Orleans To John Rowan Esq.
Benjamin Town son of said William And To James Nourse
said Town - I bequeath all the rest of my estate real
and personal to be divided amongst them share and
equally. And I appoint the said John Rowan Esq.
and James Nourse Esq. my Executors and the legacies
hereby bequeathed to them my said Executors in
consideration of their accepting the Executorship and
bringing to a full close all suits of law and
attending to the business of the Estate hereby be-
queathed - hereby declaring this to be my last Will
and Testament this 20th day of June One Thousand seven
hundred and Ninety eight Witness my hand and
seal

John Fitch

Acknowledged Signed

and sealed in presence of

James Nourse

Wm. Rowan

James Nourse

Mark

WILL OF LIEUT. JOHN FITCH, INVENTOR OF THE STEAMBOAT,
Which names his friends, Dr. William Thornton, afterwards first architect of the
U. S. Capitol (1793-1802), and Aaron Vail, American Consul in France, who was
Fitch's host when the inventor visited France and who secured Fitch his French
patent signed by King Louis XVI on November 20, 1791

The last Will of John Fitch

of Nelson

Dated June 20.

Witnesses }
 Michael Rensch
 Susanah M. Crown

1798 the last & testament of John Fitch and was
 to be by John Fitch and Susanah M. Crown and to
 be the last of his life

John Fitch's last
 Will and Testament
 Recorded in Liber A
 page 1351 and confirmed
 by the Court
 18/3/31
 38
 18/3/31
 38
 18/3/31
 38

All a County Court held for Nelson County on Tuesday the
 10th day of July 1797
 This last Will and Testament of John
 Fitch deceased was produced in Court by James (Notary) one
 of the Esqrs. then in Court, and proved by Michael Rensch and
 Susanah M. Crown subscribing witnesses thereto, (they being duly
 sworn) to be the last of the said Fitch and ordered to be
 Recorded
 Thos. Buelhays Clerk

THE BLOTS ON LIEUTENANT JOHN FITCH'S WILL
 prove that the inventor's health was failing fast at the time the instrument was
 drawn. A letter Fitch wrote shortly before his death proves indisputably that the
 inventor was not a suicide as some misinformed writers have erroneously stated

an instrument for enabling a ship to keep a record of its speed at sea. He called it the "Columbian Ready Reckoner." It was proof of his ingenuity. It was while crossing the Atlantic that he noticed the navigators using a round board with the points of the compass cut in it, with holes in the points into which they put a peg as often as they had run an hour. Musing on this, he conceived the idea of a plate to be made of paper, skin, wood or metal and to be so inscribed "as might reduce the art of navigation to the comprehension of the smallest capacity and greatly simplify it, in order to save much trouble in their reckonings. I have endeavored to bring it into one focal point and to make it unnecessary for them to tease themselves with logarithms, signs, tangents and trigonometry. It may be learned in six hours teaching, and the possession of a moderate share of arithmetic—nay, more, a person who has not the ready use of a pen—may cross the Atlantic without the necessity of making a figure."

Miss Adelaide Rankin of Cincinnati, O., who claimed to be a great-great-grand-daughter of Lieut. Fitch, vouched for a picture of the inventor, which appeared in Lloyd's Steamboat Directory, published in Cincinnati, in 1856.

This picture of Fitch showing him as he looked in the later years of his life was a daguerreotype and a wood cut was made from it for Lloyd's book. It seems to be the picture of Fitch which has received the most current usage in newspapers and other publications.

However, the fresco picture of Fitch in the U. S. Capitol Building at Washington, D. C., shows the inventor as he most likely appeared in the prime years of his life, when he was arduously engaged in perfecting the steamboat. Fitch had jet black hair as the fresco picture presents him.

From the recollections of some of his contemporaries, John Fitch was a tall man, straight as an arrow, standing six feet two in his stocking feet. He was thin and spare, his face lean and his complexion tawny; he had black hair and piercing black eyes. His temper was fierce and quick, and soon over, "the case of his wife to the contrary notwithstanding." His general character in Bucks County "was that he bore anger as the flint bears fire, which being enforced shows a hasty spark and quick is cold again. His countenance was pleasing and somewhat smiling. In point of morals and conduct he was perfectly proper; sincere and honorable in all his dealings; he

was never known to tell a wilful falsehood, or indeed to use any guile."

This was certainly a good character and makes us remember how Thomas Jefferson rested his reputation upon his neighbors, by quoting from the Prophet Samuel, and saying in effect, "let my religion be appreciated by my life."

Included in this chapter is a complete pictorial history of Lieut. Fitch's invention of the steamboat. No effort or expense has been spared to make these illustrations complete. There are also photos of all the original John Fitch steamboat models now known to exist.

Lieut. Fitch's first successful steamboat on the Delaware is on exhibition at the Smithsonian Institution, United States National Museum, Washington, D. C. The inscription reads:

"DESIGNED BY JOHN FITCH, BUILT IN PHILADELPHIA IN 1786, AND FIRST TESTED ON THE DELAWARE RIVER JULY 27 OF THAT YEAR, WHEN A SUCCESSFUL PUBLIC TRIAL WAS MADE. LENGTH, 34 FT.; WIDTH, 8 FT.; DEPTH, 3 FT. 6 IN. EQUIPPED WITH A STEAM ENGINE WHICH, CONNECTED BY GEARED MACHINERY, SPROCKET WHEEL AND CHAIN, OPERATED SIX OARS PLACED VERTICALLY IN A FRAME ON EACH SIDE OF THE BOAT.

"IN 1788, FITCH COMPLETED HIS FIRST COMMERCIAL BOAT FOR CARRYING PASSENGERS AND IT WAS DRIVEN IN A SIMILAR MANNER. THE BOAT WAS 60 FT. LONG, 8 FT. WIDE. SHE MADE A TRIP FROM PHILADELPHIA TO BURLINGTON, ABOUT TWENTY MILES, IN JULY 1788, THE LONGEST MADE BY ANY STEAMBOAT UP TO THAT DATE. OCTOBER 12, 1788 THE BOAT TOOK THIRTY PASSENGERS FROM PHILADELPHIA TO BURLINGTON IN 3 HOURS AND 10 MINUTES, A SPEED OF OVER 6 MILES AN HOUR. IN 1790 FITCH BUILT ANOTHER BOAT WHICH ATTAINED A SPEED OF 8 MILES AN HOUR, AND CONTINUED TO RUN ON THE DELAWARE RIVER CARRYING PASSENGERS AND FREIGHT FOR THREE OR FOUR MONTHS."

The photo of model of John Fitch's steamboat in the New York Historical Society Museum, 170 Central Park West, New York City, has the following description:

"THIS MODEL WAS MADE FROM A BOAT (SHIP'S YAWL) JOHN FITCH RAN WITH A SCREW PROPELLER BY STEAM ON COLLECT POND, NEW YORK CITY, IN 1797. THE MODEL WAS MADE BY JOHN HUTCHINGS, WILLIAMSBURG, L. I., MARCH 4, 1851."

The following description accompanies the photo of the working



MODEL OF LIEUT. JOHN FITCH'S STEAMBOAT ON EXHIBITION IN THE SMITHSONIAN INSTITUTION, UNITED STATES
NATIONAL MUSEUM, WASHINGTON, D. C.

The inscription reads:
"Designed by John Fitch, built in Philadelphia in 1786, and first tested on the Delaware River July 27 of that year, when a successful public trial was made. Length, 34 ft.; width, 8 ft.; depth, 3 ft. 6 in. Equipped with a steam engine which, connected by geared machinery, sprocket wheel and chain, operated six oars placed vertically in a frame on each side of the boat.

"In 1788 Fitch completed his first commercial boat for carrying passengers and it was driven in a similar manner. The boat was 60 ft. long, 8 ft. wide. She made a trip from Philadelphia to Burlington, about twenty miles, in July, 1788, the longest made by any steam boat up to that date. October 12, 1788 the boat took thirty passengers from Philadelphia to Burlington in three hours and ten minutes, a speed of over 6 miles an hour. In 1790 Fitch built another boat which attained a speed of 8 miles an hour, and continued to run on the Delaware River carrying passengers and freight for three or four months"

(Courtesy of Smithsonian Institution, Washington, D. C.)

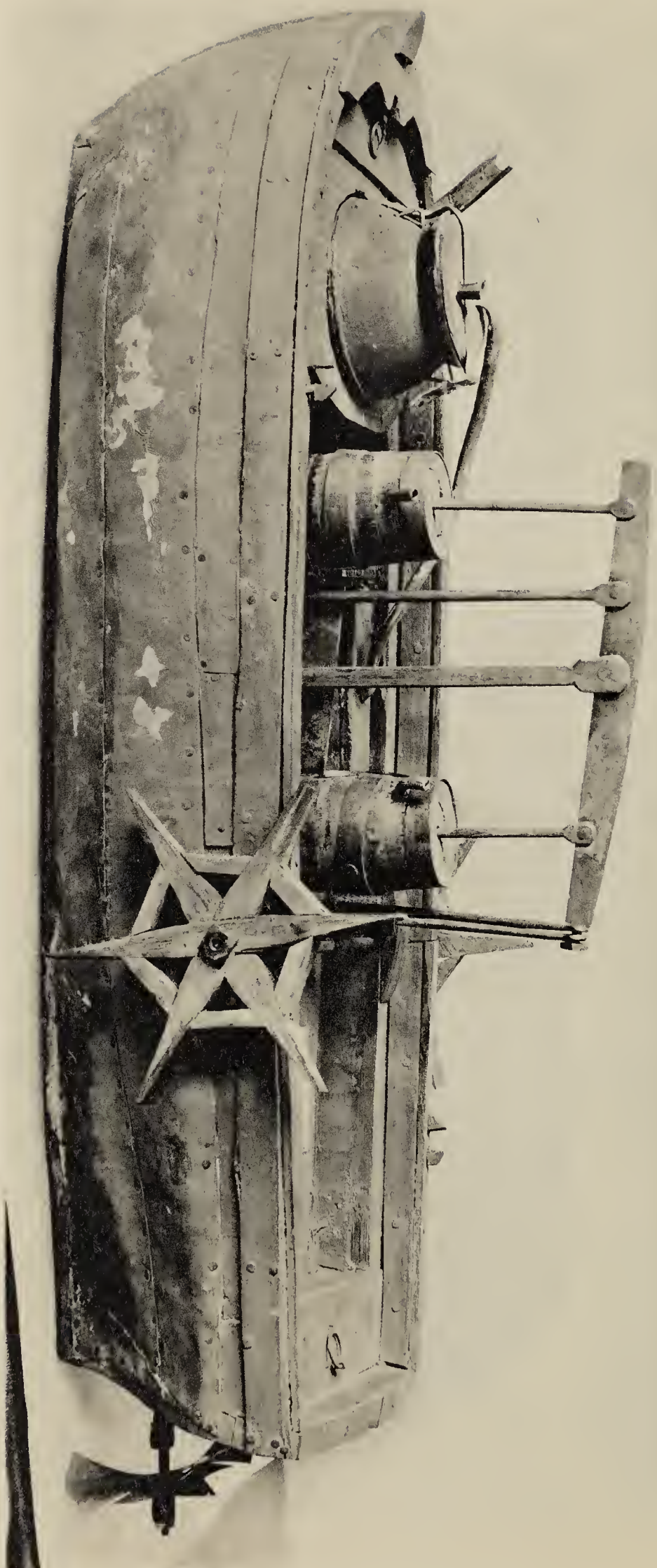


PHOTO OF MODEL OF LIEUT. JOHN FITCH STEAMBOAT IN THE NEW YORK HISTORICAL SOCIETY MUSEUM,
170 CENTRAL PARK WEST, NEW YORK CITY

The description reads: "This model was made from a boat (ship's yawl) John Fitch ran with a screw propeller by steam on Collect Pond, New York City, in 1797. The model was made by John Hutchings, Williamsburg, L. I., March 4, 1851"

(Courtesy of The New York Historical Society)

model of John Fitch's steamboat engine in the Museum of the Ohio Archaeological & Historical Society, Ohio State University Campus, Columbus, Ohio:

"THIS ORIGINAL MODEL OF THE FIRST STEAM ENGINE WAS PRESENTED TO THE SOCIETY BY MR. A. U. WHITING, GREAT-GRANDSON OF JOHN FITCH, ITS INVENTOR. IT WAS BROUGHT TO OHIO IN 1803 BY MRS. JAMES KILBOURNE, DAUGHTER OF JOHN FITCH. BY FITCH'S INVENTION, A BOAT WAS PROPELLED BY STEAM ON THE DELAWARE RIVER AT PHILADELPHIA, JULY, 1786. TWO YEARS LATER HE LAUNCHED ANOTHER BOAT ON THE DELAWARE RIVER WITH THE FITCH ENGINE AND MADE A SPEED OF FOUR MILES AN HOUR. ONE YEAR LATER THE MACHINERY HAD BEEN SO IMPROVED THAT THIS SPEED WAS DOUBLED.

Another illustration in this volume is a photo of John Fitch's will filed at Bardstown, Ky., where he died and in which he names his friends, Aaron Vail and Dr. William Thornton, who was a passenger on Fitch's steamboat in 1787, and who later (1793-1802) was the first architect of the United States Capitol at Washington, D. C.

In the Senate wing, very northeast corner of the Capitol Building, at the street floor, is a fresco picture of Robert Fulton looking out of a large window or from a balcony at a steamboat. His name appears beneath the picture.

On the opposite wall of the same room or corridor is a fresco painting of John Fitch, showing the inventor busily at work making a boat. On the wall of the room depicted in the painting is a photo of John Fitch's steamboat of 1797 (Bardstown, Ky.), and John Fitch's map of the Northwest Territory, published in 1785. John Fitch's name also accompanies his picture.

These fresco paintings were the work of the artist, Constantino Brumidi of Rome. Brumidi's work, which commenced in 1855 and extended over a period of twenty-five years, forms an important part of the art history of the mural decorations in the United States Capitol. A photo of the Lieut. Fitch fresco is reproduced in Charles E. Fairman's work, "Art and Artists of the Capitol of the United States of America." (Washington, Government Printing Office, 1927).

Photos of the fresco paintings of both Fitch and Fulton are reproduced here to illustrate the point made by Congressman Ben Johnson in his speech in the House of Representatives at Wash-

ington, D. C., March 3, 1825, that "it is not at all improbable that provision was made for these two pictures in order to show to posterity the claim of Fitch as the real inventor."

In view of the untiring efforts of Hon. Ben Johnson and Mrs. Johnson in securing Congressional recognition of John Fitch as the inventor of the steamboat, a portrait of Congressman Johnson is reproduced here. Mrs. Johnson is shown in the photo of the unveiling ceremonies.

Thompson Westcott's "Life of John Fitch, Inventor of the Steamboat," published by J. B. Lippincott & Co., a fascinating biography, contains complete documentary proof of John Fitch's priority as the inventor of the world's first successful steamboat.

The program at the unveiling of the Lieut. Fitch National Monument in Bardstown, Ky., on May 25, 1927, follows:

INVOCATION	Rev. Thomas Brewster
PRESENTATION	For the U. S. War Department Col. J. R. R. Hannay
UNVEILING	Miss Anne Talbott, five-year-old granddaughter of Congressman and Mrs. Ben Johnson Star Spangled Banner
ACCEPTANCE	For the Lieutenant John Fitch Chapter Daughters of the American Revolution Mrs. Ben Johnson, Regent
MUSIC	America My Old Kentucky Home School Children
PRESIDING	Hon. Ben Johnson
ADDRESS	The Governor of Kentucky Hon. Wm. J. Fields
ADDRESS	Honorary President General D. A. R. Mrs. Anthony Wayne Cook
ADDRESS	State Regent D. A. R. Mrs. Grant E. Lilly
BENEDICTION	Rev. T. T. Frazier Selections by the Band, 138th Regiment K. N. G.

Mrs. Anthony Wayne Cook, of Pennsylvania, honorary President-General of the Daughters of the American Revolution, in an eloquent address, declared:

"I like to think, too, as the steam propelled vessels of the world



ACTION SCENE AT THE UNVEILING OF THE LIEUTENANT JOHN FITCH MONUMENT IN
BARDSTOWN, KENTUCKY

Photo shows Miss Frances Fitch (left) and her sister, Miss Charlotte Fitch (right) of Greenville, Pa., great-great-granddaughters of the inventor, watching five year-old Anne Talbott, granddaughter of Congressman and Mrs. Ben Johnson, unveil the monument



LIEUT. JOHN FITCH NATIONAL MONUMENT IN BARDSTOWN, KY.

The remains of the Inventor of the Steamboat, now rest in a sarcophagus under the magnificent monument in Public Square, Bardstown, Ky. Congress, by a unanimous vote, approved February 12, 1926, a \$15,000 appropriation for this memorial

(Picture by the courtesy of Mrs. Ben Johnson of Bardstown)

ply to and fro upon the water ways of traffic, that in the spirals of steam which keep their engines steadily throbbing upon their appointed course, the soul of John Fitch is gloriously marching on to happiness and contentment in his initial part and just share of the world's industrial and mechanical development which were denied him in this life."

"Col. J. R. R. Hannay, in a voice of strong carrying power for the open-air, speaking from the stand erected in the street near the monument, stated that the purpose of the day was that of the War Department, under whose direction (as provided by Congress in making the appropriation of \$15,000), the memorial was erected, to turn it over to the care of the John Fitch Chapter, D. A. R."

"The Kentucky Standard" of Bardstown in its issue of May 26, 1927, describing the unveiling ceremonies, said:—

"The khaki covering had been removed from the monument and it was screened with the large U. S. Flag which was supported by a guy-rope. As the flag was lifted at the bottom by little Miss Anne Talbott, daughter of Mr. and Mrs. J. Dan Talbott, with Misses Charlotte and Frances Fitch, daughters of Charles F. Fitch of Greenville, Pa., and lineal descendants of John Fitch, standing at either end of the shaft, the flag was slowly and silently moved to one side by the use of pulleys on the guy-rope. Then the beautiful stone Memorial stood open to the world commemorating for all time the achievements, in inventing the Steamboat of him, whose bones now repose in the sarcophagus underneath. The band played the "Star Spangled Banner" and the large concourse assembled, stood with bared head during the solemn ceremony.

"The Memorial was accepted for the Daughters of the American Revolution, by Mrs. Ben Johnson, speaking as Regent for and on behalf of John Fitch Chapter, in appropriate sentiment. The school children sang patriotic songs, "America" and "My Old Kentucky Home." An interesting summary of the claims of John Fitch as developed by the long research made, was read from the Congressional Record by former Congressman Ben Johnson, who gave an interesting short account of the successful effort to secure congressional recognition and the necessary appropriation for erecting the Memorial. Mr. Johnson was presiding and introduced Governor Fields, who delivered a strong address befitting the occasion."

Following is the resolution passed in 1926 by the Kentucky

Legislature through the efforts of State Senator Wallace Brown of Bardstown, Ky., actively supported by Mrs. Ben Johnson. It will serve as a model for members of the Fitch family in calling upon their State Representatives and Senators to have similar legislation approved in their respective states:

CHAPTER 343. ACTS 1926
Senate Resolution No. 10

“Resolution recognizing John Fitch as the inventor of the first steamboat and the first person to apply steam power to the purposes of navigation and recommending the teaching in public schools and other institutions of learning, maintained in whole or in part by the State of Kentucky, that John Fitch was the inventor of the first steamboat, and that he first applied steam power to the purposes of navigation.

“WHEREAS, the United States government and several states of this union, granted John Fitch the exclusive right, many years before his death in seventeen hundred and ninety-eight, to operate his steamboat invention within their boundaries, and,

“WHEREAS, the federal government has recently appropriated money to erect a monument in Kentucky to the memory of John Fitch as the inventor of the first steamboat, and

“WHEREAS, John Fitch adopted Kentucky as the State of his residence and spent within her borders, further perfecting his invention, the closing years of his life, and died a citizen and resident of this Commonwealth and was buried beneath her soil; now BE IT RESOLVED BY THE GENERAL ASSEMBLY OF THE COMMONWEALTH OF KENTUCKY:

“That for the purpose of doing justice to his great inventive genius and world-wide service rendered mankind, we recognize John Fitch as the inventor of the first steamboat and the first person to apply steam power to the purposes of navigation and recommend that it be taught by all Professors and teachers in the public schools and other institutions of learning, maintained in whole or in part by the State of Kentucky, that John Fitch invented the first steamboat and that he first applied steam power to the purposes of navigation.”

Approved March 25, 1926.

Governor Wm. J. Fields of Kentucky, in his speech at the Unveiling, declared:

“History has taught us, the text books in our schools have taught our children, that Robert Fulton was the inventor of the steamboat, and the public accepted that teaching as truth. Yet, a few people knew that it was not true, and knew that it was the inventive genius of Lieut. John Fitch, a soldier of the Revolutionary War, that applied steam to navigation by inventing, designing, constructing and operating a steamboat in the year 1785, more than twenty years before the ‘Clermont’ of Fulton plied the Hudson.”

“One thing remains to be done, and my confidence in the lofty purpose and indomitable courage of the Daughters of the American Revolution assures me that it will be done, and that is to see that history is corrected and that textbooks be made to teach that Fitch, rather than Fulton, be credited with this wonderful invention, which has done more than any other to move civilization forward and bring all parts of the globe into actual, personal, financial and commercial contact.”

The writer suggests that all Fitch descendants or other persons interested, carefully examine the history textbooks used by their children in the grammar schools, high schools and universities to see if these textbooks give unqualified credit to Lieut. John Fitch as the inventor of the world’s first successful steamboat. If they do not, the writer suggests that the complete name and address of the publisher and author be sent to him that he may call attention to the error, and that letters of protest be sent to the publisher, author and local Board of Education, demanding justice for Lieut. John Fitch, and that the truth alone may be taught.

CHAPTER XVI.

DOCUMENTARY PROOF OF LIEUTENANT JOHN FITCH'S INVENTION IN 1785 OF THE WORLD'S FIRST SUCCESSFUL STEAMBOAT. FROM THE CONGRESSIONAL RECORD, MARCH 3, 1925

The following record of the second session of the Sixty-Eighth Congress gives the proceedings on March 3, 1925, when Hon. Ben Johnson of Kentucky, speaking on the subject of a proposed monument to Lieut John Fitch, Revolutionary officer and inventor of the steamboat, in the House of Representatives, said:

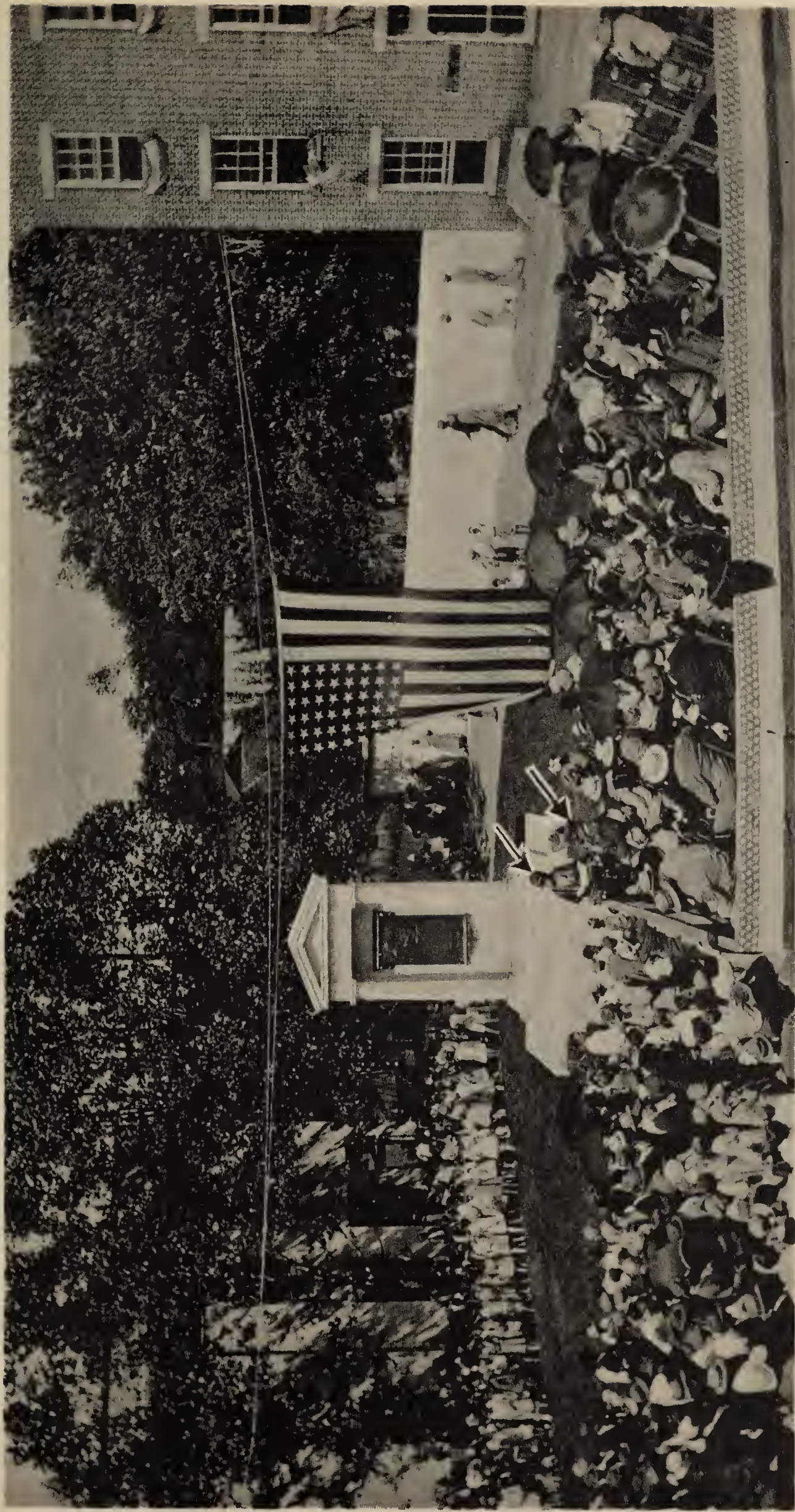
Mr. Speaker, until recently virtually the whole world believed that Robert Fulton was the one who first applied steam to navigation. This belief grew out of the fact that in 1807 Fulton caused to be built and launched the steamboat *Clermont* on the Hudson River, to which event widespread publicity was given.

However, a few people in Connecticut, a few in Bucks County, Pa., a few at Philadelphia, and the people of the small town of Bardstown, in the State of Kentucky, knew that John Fitch built and successfully operated a steamboat of his own conception in 1785.

Fulton himself never claimed the distinction of being the inventor of the steamboat, and his biographer, Thurston, positively disclaims it for him.

Notwithstanding that fact and the many, many other facts which clearly show that Lieut. Fitch did invent the steamboat, the schools of our country still are teaching the children that that distinction belongs to Fulton.

Not until 1915 did anyone succeed in gathering together in one paper the acts of the Legislatures of Pennsylvania, Connecticut, Delaware, Virginia, and even of New York, Fulton's own State, proving that Fitch was the inventor of the steamboat. Not until then had anyone also succeeded in locating the old, contemporaneous newspapers of Philadelphia and other places, giving descriptive accounts of the many, many trips of Fitch's boat on the Delaware River and



PICTURE OF UNVEILING CEREMONY OF LIEUT. JOHN FITCH MONUMENT AT BARDSTOWN, KY., ON MAY 25, 1927

Action photo shows Mrs. Ben Johnson making speech accepting monument from the U. S. Government. Colonel J. R. R. Hannay, who represented the War Department and made speech of presentation, preceding Mrs. Johnson's address, is the officer seated at the right of Mrs. Johnson. School children are in the background

(Picture by courtesy of Mrs. Ben Johnson)



Ben Johnson

Congressman Ben Johnson of Bardstown, Ky., who, after an unsuccessful effort in 1915, succeeded in 1926 in putting an amendment on the Army Appropriation Bill, allowing \$15,000 for the erection of a monument to Lieut. John Fitch at Bardstown, Ky. After Mrs. Johnson had given every member of both House and Senate a copy of pamphlet showing proofs of Fitch's twenty-two year priority over Fulton, the vote for the amendment was unanimous in both House and Senate

(Photo copyright Harris & Ewing)

other waters, more than 20 years previous to Fulton's boat the *Clermont*.

Not until recently has attention been invited to the fact that the Congress of the United States granted a 14-year patent to Fitch nearly 16 years before Fulton's boat made its appearance, and that George Washington, as President, signed the act of Congress granting the patent to Fitch.

All these facts now are buttressed by letters written by Washington, Jefferson, Patrick Henry, and other notables at the time in which Fitch and his steamboat are mentioned; and Fitch died nine years before Fulton built the *Clermont*.

About the year 1776 some of Fitch's friends left Pennsylvania and Virginia and went to and near the present site of Bardstown, Ky. Fitch followed them there in 1780. It seems from all that now can be gathered that he first located about 6 miles north of Bardstown.

The Cox family, of which my wife is a direct descendant, settled in that same neighborhood.

In the court settlement of Col. Isaac Cox's estate there is a paper signed by John Fitch, whereby he acknowledged payment of his charge for clearing some land for Colonel Cox.

The Trenton Gazette published an account of one of Fitch's first successful trips with his boat. He left Philadelphia for Burlington, 20 miles distant, on this trip. The article in the Gazette says:

* * * Crowds of persons assembled at all the prominent points along the river to see her (the boat) pass, and waited for hours to witness what was then the greatest wonder of the day. At Point-no-point, (then) now Bridesburg, the whole population of Frankford and upper Philadelphia County were assembled; and they saw the boat slowly steam by them on her upward progress. Great, indeed, was their enthusiasm, and long and loudly did they cheer the grotesque exhibition. Women waved their handkerchiefs in approbation. Batteaux put off from shore and rowed alongside the steamer, cheering the adventurous and now exultant Fitch
* * *

The following facts, now not disputed, speak for themselves as to Fitch's conception and success of the steamboat:

April, 1785: While in Bucks County, Pa., conceived the idea of a steamboat.

September 27, 1785: Drawing of boat, models, and tube boiler presented to American Philosophical Society by Fitch.

November, 1785: Application made by Fitch to Virginia Legislature for encouragement.

November 16, 1785: Bond executed by Fitch to Patrick Henry, conditioned for the sale of maps to raise money with which to build a boat.

November 25, 1785: Thomas Johnson gave Fitch a letter to Governor Smallwood, of Maryland, favoring a law to encourage Fitch in building a steamboat.

December, 1785: Fitch petitioned the Assembly of Pennsylvania for assistance in building a steamboat.

December 20, 1785: Advertised in Maryland Gazette for assistance in building a steamboat.

January 6, 1786: Petitioned the Assembly of Maryland for assistance.

January 19, 1786: The assembly made a report favorable to Fitch, but gave no assistance on account of lack of funds.

March 18, 1786: New Jersey passed law giving Fitch 14 years exclusive right for boats propelled by steam.

April 17, 1786: Made working model of a steam engine with 1-inch cylinder.

July, 1786: Installed engine with 3-inch cylinder on small boat at Philadelphia.

September, 1786: Petitioned Assembly of Pennsylvania for a loan of £150 to aid in building a steamboat.

December, 1786: Columbian Magazine published drawings and descriptions of Fitch's boat.

March 28, 1787: Pennsylvania Assembly passed law giving Fitch exclusive rights of navigation by steamboat.

February 3, 1787: Delaware Assembly passed a similar law for that State.

March 19, 1787: New York Legislature passed a similar law.

August 22, 1787: Fitch's boat, equipped with 12-inch cylinder, demonstrated at Philadelphia before the framers of the Constitution of the United States.

November 7, 1787: Virginia Assembly passed law similar to that passed by New York, Delaware, and Pennsylvania.

February, 1788: Petitioned Congress for help.

1791: Congress, upon favorable report made by Jefferson, Cal-



LIEUT. JOHN FITCH'S SERVICES TO HIS COUNTRY WERE HONORED DURING THE CENTENNIAL INTERNATIONAL EXHIBITION IN PHILADELPHIA IN 1876

The stock certificate shown above was issued for the purpose of financing. Independence Hall, Philadelphia, and the U. S. Capitol at Washington, are in the background. Beneath the former stand Lieut. John Fitch (in front) and Robert Fulton, with their steamboat models, and under the latter, Franklin and Morse, with electrical and telegraphic instruments. On the right, facing the figure of America, is Howe offering his sewing machine, also a shipwright with a model of a clipper. The Freedman, Continental and Federal soldiers and mechanics form a group on the right, and a farmer, miner, trapper and Indian, with evidences of their labor, on the left.

In the center of the base is Trumbull's painting of "The Signing of the Declaration of Independence," on the right of which is exemplified Progress—a busy manufacturing city in contrast with a neglected windmill. To the left of the base is represented Civilization—combining the steamship, railroad, telegraph and reaping-machine, in contrast with a Conestoga wagon, mail-rider, sailing-vessel and laborer with a sickle.

(Courtesy of S. Edgar Trout of Philadelphia)

Dept. of State

Patent Office 29th Oct. 1829

I received your Letter relative to the late Robert Fulton's Patents. and the Extracts which you mention are in the Explanations of his Drawings; but he cannot have any claim to boats above fifty Tons, for the Patent Law expressly excludes proportions, as they may be varied at Infringement. And his opinion stating that Boats could not run more than five miles an hour, is in perfect concordance with many other of his opinions, not only arising from an ignorance of what might be done, but what actually had been done; for Fitch's Boat of which I was one of the three Directors, went at the rate of eight miles an hour in 1789 - Mr. Fulton's Patents are founded upon the Inventions of others, & not his own Inventions or Discoveries; for he never made a single Improvement of any kind that originated in himself. The Extracts are ^{not} in his Specifications, which form parts of the Patents. I am Sir respectfully

William Young Esg^r }
or Mr. Graham -

William Thornton -

AFTER INVESTIGATION, A COMMITTEE OF THE NEW YORK LEGISLATURE IN 1817 DECIDED THAT "THE STEAMBOAT OF ROBERT FULTON WAS, IN SUBSTANCE, THE INVENTION PATENTED BY JOHN FITCH IN 1791"

Dr. William Thornton, first architect of the U. S. Capitol (1793-1802) and an undoubted authority—being Superintendent of the U. S. Patent Office—attests the same conclusion in the letter which appears above.

In 1814, Dr. Thornton published a pamphlet, entitled "A Short Account of the Origin of Steamboats," in which he says. "Finding that Mr. Robert Fulton, whose genius and talents I highly respect, has by some been considered the inventor of the steamboat, I think it a duty to the memory of the late John Fitch, to set forth the fallacy of this opinion, and to show, moreover, that if Mr. Fulton has any claim whatever, it is exceedingly limited." Dr. Thornton proves that Fulton was indebted to Lieutenant Fitch for the proportions of his "Clermont" and other vessels.

(Courtesy of Bunford Samuel, Librarian in charge of the Ridgway Branch of the Library Company of Philadelphia)

houn, and General Knox, granted a patent to Fitch, and that was signed by George Washington as President.

As is shown herein, Dr. Wm. Thornton was a passenger on Fitch's boat in 1787. His certificate to that effect is on file in the Congressional Library at Washington.

Afterwards Thornton designed the United States Capitol at Washington.

In the very northeast corner of the Capitol Building, at the street floor, is a fresco picture of Fulton looking out of a large window or from a balcony at a steamboat. His name is just beneath the picture.

On the opposite wall of the same room or corridor is a fresco picture of Fitch, at work making a boat. Fitch's name, too, is just beneath his picture.

As Thornton rode on Fitch's boat, and as he designed the Capitol, it is not at all improbable that he made provision for these two pictures in order to show to posterity the claim of Fitch as the real inventor.

In 1915 a bill was introduced in Congress asking for an appropriation with which to appropriately mark the grave of John Fitch, at Bardstown, Ky.

At first Members were slow to depart from the generally accepted statement that Fulton was not really the inventor of the steamboat. The paper upon this subject, prepared by Mrs. Johnson, was freely read and accepted by the Members. But before action by Congress was taken our country became involved in the World War, and no absolutely unnecessary appropriations were made. Consequently the matter was allowed to sleep. But at this Congress the matter was brought up again. The facts in the case were laid before the Members of both the Senate and the House; and each, by a unanimous vote, passed a measure appropriating \$15,000 for the purpose of appropriately marking Fitch's grave.

The paper prepared by Mrs. Johnson, and which was read by her before the proper congressional committee follows:

STATEMENT OF MRS. BEN JOHNSON

Mrs. JOHNSON. Mr. Chairman and gentlemen of the committee, I appear before you to-day to urge a favorable report upon House bill No. 19393. This bill has for its purpose the erection of a suitable memorial to John Fitch.

In having this bill introduced and in appearing before you to urge a favorable report upon it, it is neither my purpose nor desire to reopen the question as to who first applied steam to navigation. However, I hope to convince you before I conclude that John Fitch was such a pioneer in this respect that our National Congress will not hesitate to mark the grave where his remains lie buried.

In discussing his inventive genius it will become necessary for me to give the dates when he applied steam to navigation. I wish to impress that if those dates are prior to the time that any other persons attempted to apply steam to navigation they are not used with the view of in any wise lessening the honor attaching to another for whatever part he may have taken in the development of this great work, but solely for the purpose of having Fitch recognized by the Nation as he should be.

Some years ago a chapter of the Daughters of the American Revolution was organized at Bardstown, Ky., at which place I reside. The ladies who undertook that patriotic work did me the honor of making me the organizing agent.

John Fitch, the subject of my remarks to-day, was a Revolutionary soldier. This is one of the reasons that local chapter of the Daughters of the American Revolution has been named the John Fitch Chapter.

In the old Municipal Cemetery at that place rest his remains.

As I said in the beginning, the purpose which I have in view in addressing you is to secure a suitable marking for his grave.

The credit of first applying steam to navigation is generally given to Robert Fulton. I concede at once that Fulton's steamboat, the *Clermont*, was the first to navigate the River Hudson. It is also true that Fulton, with the aid of Robert R. Livingston, materially developed the steamboat. Much credit should also be given to Oliver Evans, Nicholas I. Roosevelt, Samuel Morey, John Cox Stevens, and a few others. History correctly records that the *Clermont* made its initial trip from the city of New York to the city of Albany, N. Y., in August, 1807. No claim of an earlier invention has been made in Fulton's behalf.

The elastic force and the propelling power of steam had been known for several centuries before the birth of either Fitch or Fulton or the others who undertook its application to navigation. It is highly probable, indeed, that men of inventive minds, recognizing this

power in steam, conceived the idea that eventually it would be applied to water navigation, just as in more recent years, long before aerial navigation became an actuality, its coming was predicted in all civilized countries.

Since I am here urging a favorable report for this bill upon the ground that Fitch, at a very early date, applied steam to navigation, I shall now proceed to give you dates and facts justifying the position which I take relative to him.

John Fitch was born in South Windsor, Conn., on January 21, 1743. During his early life he exhibited a marked talent for mechanics. Early in life he qualified himself as a practical surveyor, and a large portion of his life was devoted to surveying in what was then termed the Northwest—the country west of the Allegheny Mountains, including the States of Ohio and Kentucky. He was an active man, mentally and physically, and was gifted with wonderful perseverance. He died at Bardstown, Ky., in July, 1798.

It is a self-evident fact, therefore, that whatever his achievements were, they must have been prior to August, 1807, at which time Fulton made his trial trip with the *Clermont* on the Hudson.

In the early part of 1785 John Fitch resided in Bucks County, Pa. On April 15 of that year he expressed his conception of the idea of applying steam to water navigation. Prior to that time he had considered the possibility of propelling carriages by steam, but later abandoned this idea because of the then lack of good roads, an insurmountable obstacle.

On April 15, 1785, as he was returning from Neshaminy meeting to his home the idea of the steamboat occurred to him.

In the document division of the Congressional Library, Washington, D. C., there are many interesting originals and authenticated copies of letters, certificates, documents, and miscellaneous papers relative to the first steamboat. Most of the proofs to which I shall invite your attention have been taken from this collection. The authenticity of others to which I shall refer can be easily established.

From the collection in the Congressional Library I have taken the two following statements:

“I do certify that as I was returning with John Fitch from Neshaminy meeting some time in April, 1785, as near as I can recollect the time, when a gentleman and his wife passed by us in a riding chaise. He im-

mediately grew inattentive to what I said. Some time after that he informed me that at that instant the first idea of a steamboat struck his mind.

“JAMES OGILBEE.”

“You are desirous of knowing from me when the first thought of a steamboat came in your head; this I can not tell, but this you told me that in the month of April, 1785, you was traveling down Street road in company with Mr. James Ogilbee and Mr. Sinton passing you on Street Road, then the first thought occurred to you of a steamboat, and in the month of May or June following you showed me a plan of your machine on paper. This truth I shall seek no further testimony to support; 'tis too generally known; let them that doubt it come and hear more from

“Your humble servant,

“JAMES SCOUT.

“April 15, 1789.”

Fitch states in his autobiography that the idea of the steamboat occurred to him about the time mentioned by these two witnesses. Shortly thereafter Fitch began the construction of a model, and later his first steamboat.

At that time there were in this country no facilities for constructing steam engines. Therefore Fitch was forced to rely upon very crude materials and workmanship. He then called to his assistance a blacksmith of the neighborhood, and in Cobe Stout's log shop he made his first steamboat.

Of the model of that boat Dr. William Wood, of East Windsor Hill, Conn., said:

“The model was tried on a small stream on Joseph Longstreth's meadow, about half a mile from Davisville, in Southampton Township, and it realized every expectation. The machinery was made of brass with the exception of the paddle wheels, which were made of wood.”

On file in the Congressional Library is an original bill against John Fitch in favor of Jacob Schieffel. It bears date July 20, 1785, and shows that it was paid by Fitch July 25, 1786. One item of this bill is “for bar iron and coils. *for steam ingen.*”

In August, 1785, Fitch decided to ask the assistance of the Continental Congress, which was then in session in the city of New York. Before doing so, however, he obtained letters of commendation from men prominent at that time.

Dr. John Ewing, then provost of the University of Pennsylvania, gave him a commendary letter to William C. Houston, who had been

a Member of Congress. Fitch presented this letter to Mr. Houston, who, after examining Fitch's steamboat model, gave him a similar letter to Hon. L. Cadwalader, a then Member of Congress. Dr. Samuel Smith, provost of Princeton College, also gave him a letter to Congressman Read, of North Carolina.

Upon arriving in New York, Fitch presented these letters. He also presented to the president of Congress his own petition wherein he asked for the encouragement of his invention by Congress. These letters and the petition are now to be found among the documents in the Congressional Library, and read as follows:

PHILAD., 20 August 1785.

DEAR SIR: I have examined Mr. Fitch's machine for rowing a boat, by the alternate operation of steam and the atmosphere, and am of opinion that his principles are proper and philosophical, and have no doubt of the success of the scheme if executed by a skillful workman. It is certain that the extensive force of water when converted into steam is equal to any obstruction that can be laid in its way, so as to burst any metalick vessel in which we would endeavor to confine it, and the application of this force to turn a wheel in the water, so as to answer the purpose of oars, seems easy and natural by the machine which he proposes, and of which he has shown me a rough model. Should such machine be brought into common use in the inland navigation through the United States, it would be exceedingly advantageous in transporting the productions of America to market, and thereby greatly increase the value of our back lands. He proposes to lay his invention before Congress, and I hope he will meet with the encouragement which his mechanical genius deserves. The project deserves a trial to be made of it, to see how far the execution will answer the theory; and countenance of Congress in these productions of genius will encourage others and thereby give birth to discoveries that may be infinitely beneficial. As you are a gentleman of knowledge in these matters I make no doubt of his receiving your patronage so far at least as to give him an opportunity of laying his scheme before Congress.

I am, sir,

Etc., etc.

JOHN EWING.

TRENTON, 25 August, 1785.

SIR: I have examined the principles and construction of Mr. Fitch's steamboat, and though not troubled with a penchant for projects can not help approving the simplicity of the plan. The greatest objection to most pretensions of this sort is the delicacy and complication of the machinery. This does not seem liable to such objections; as to the moving force of the

whole, we know very well that the power of steam is beyond conception; it is everything but omnipotent, and almost that.

The model is plain, and you will at once form a judgment of its probable general effect. The difference produced by standing or running water is to be more attentively considered. I inclose you Dr. Ewing's letter. He is certainly an able judge in these cases and I can not help expressing a wish that it may be practicable to do something toward procuring an experiment. The person who offers it, you know. He is a man highly deserving, as modest, inventous, enterprising, and of good morals.

I am, sir,

Etc., etc.,

WILLM. C. HOUSTON.

Hon L. CADWALDER, Esqre.

PRINCETON, *August 27, 1785.*

SIR: The bearer, Mr. John Fitch, has shown me a model of an instrument to row a boat against streams, which appears to me to be constructed on just and philosophical principles. As he desires to propose it to Congress in order to obtain their encouragement and assistance to construct a boat on the same principles, he has requested to be introduced to some gentleman of distinction in the honorable body, supposing it may be of use to forward his intentions. After convincing them of its practicability and utility, if he should obtain adequate assistance for that purpose, he makes no doubt that Congress will so recommend him to the legislators of particular States that are likely to derive the most benefit from it, so that he shall not want a proper compensation. You will best judge about this. But I am assured that if it be consistent with their duty, a scheme that is the effect of ingenuity and application, and promises to be of public service, will not want a proper patron in you.

I am, sir, etc., etc.,

SAML. SMITH.

Hon. Mr. READ.

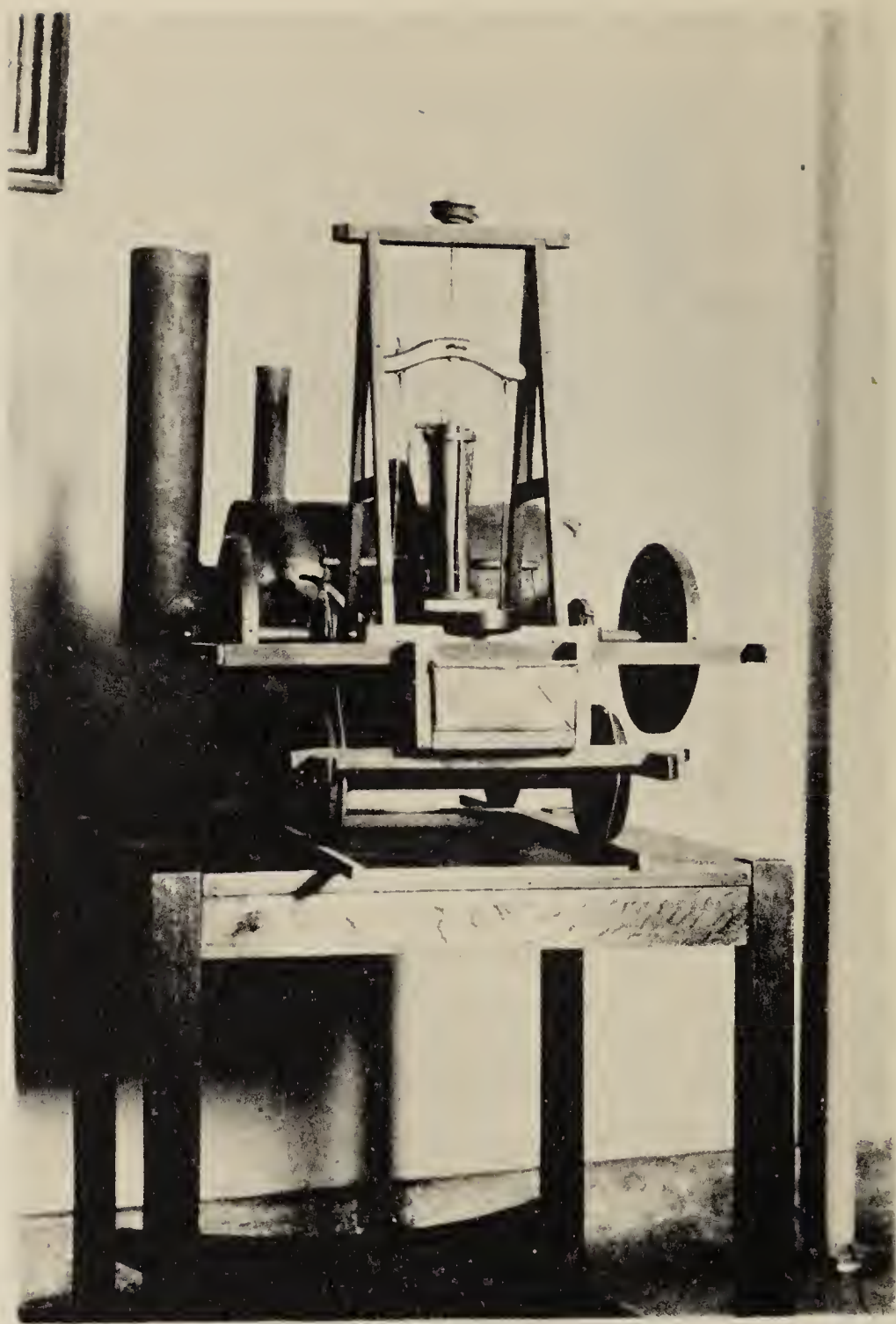
SIR: The subscriber begs leave to lay at the feet of Congress an attempt he has made to facilitate the internal navigation of the United States, adapted especially to the waters of the Mississippi. The machine he had invented for the purpose has been examined by approbation. Being thus encouraged, he is desirous to solicit the attention of Congress to a rough model of it now with him, that after examination into the principles upon which it operates, they may be enabled to judge whether it deserves encouragement. And he, as in duty bound, shall ever pray.

JOHN FITCH.

The committee to which the matter was referred did not report thereon. His failure of action is not unlike that which usually has



TWO PHOTOS OF ONE OF THE ORIGINAL STEAMBOAT MODELS OF LIEUT. JOHN FITCH WHICH HE PRESENTED IN SEPTEMBER, 1785, TO THE AMERICAN PHILOSOPHICAL SOCIETY OF PHILADELPHIA AND OF WHICH THEY STILL RETAIN POSSESSION (1930)



LIEUT. JOHN FITCH'S RAILWAY LOCOMOTIVE MODEL IN MUSEUM OF SCIENCE AND INDUSTRY, CHICAGO, FOUNDED BY JULIUS ROSENWALD

This is the same model shown in another picture as being in The Museum of the Ohio Archaeological and Historical Society, Columbus, Ohio, before it was restored, proving that the great mind of Lieutenant Fitch envisioned railway locomotives—in addition to the steamboat and “land carriages”.

This model, made by Lieutenant Fitch in 1794, after his return from Europe, was brought to Ohio in 1803 by the inventor's daughter, Mrs. James Kilbourne. This model was described as a “submarine railroad” in an article in the “St. Louis Democrat” in October, 1854, by James H. McCord, U. S. Local Inspector for the Port of St. Louis. The model was loaned by the Ohio society to the Chicago Museum.

F. A. Lippold, Curator of Water Transportation for the Chicago Museum, says. “There can be no doubt about this restoration. The main clue to its reconstruction is just two little strings, which, of course, had disappeared in the half-century of its obscurity. These strings, which you will see on the picture, run over two spools on the cross shaft which the cylinder drives, which spools could not possibly have any other function than a rope drive, down to grooves in the flange of the lower wheels, which again could not possibly have any other function. The device is therefore simply a locomotive, using the “square” or “steeple” or “crosshead” type of engine which was later so popular on steamboats.”

been accorded to men of inventive genius when seeking financial assistance from public sources.

Seeking encouragement elsewhere, Fitch then proceeded to Philadelphia. On September 27, 1785, he presented to the American Philosophical Society of that city a model and specifications of his invention.

Attention is especially invited to the fact that in all of these papers it affirmatively appears that Fitch's idea was accepted as entirely new, and that it contemplated the use of steam to propel vessels.

What action was taken by the Philosophical Society of Philadelphia does not appear, but the records of that society furnish abundant evidence of Fitch's invention. In the Congressional Library there is an excerpt from the minutes of the society attested by one of the secretaries, which reads as follows:

SEPTEMBER 27, 1785, PHILADELPHIA.—At a special meeting of the American Philosophical Society.

A model accompanied with a drawing and description of a machine for working a Boat against a stream by means of a steam engine was laid before the Society by Mr. Fitch.

Later at a meeting of the American Philosophical Society on December 2, 1785.

A copy of the Drawing and description of a machine for working a boat against the current which some time ago was laid before the Society by Mr. John Fitch he, this evening, presented to them.

Extract from the minutes.

SAM MAGAW,
One of the Secretaries.

Prior to this time Fitch had made a map of the northwest country, and he hoped that Congress would assist him in the building of his boat by encouraging the sale of his maps. On August 30, 1785, he presented to the committee to whom his original petition had been referred, the following communication:

To the honorable the COMMITTEE OF CONGRESS:

It is with the greatest diffidence, tho' with the advice of several gentlemen of science, I have at last presumed to lay at your feet an attempt to assist the inland navigation of the United States, and particularly calculated for the waters of the Mississippi, by a steam engine.

NEW YORK, *the 30 August, 1785.*

JOHN FITCH.

With this communication Fitch sent a rough drawing of the plan of his steamboat which he described in detail.

He asked Congress to assist him in selling 4,000 maps, in consideration of which he stipulated that he would construct a steamboat at his own expense. Failing in his efforts to obtain assistance, either from Congress or from private individuals of means, he continued his efforts to obtain the necessary funds by the sale of his maps.

On November 15, 1785, he obtained from the soldier and statesman, Patrick Henry, the following certificate respecting his intention, if a sufficient number of maps could be sold. I will read the certificate:

"I certify that John Fitch has left in my hands a bond payable to the governor for the time being, for 350 £ conditioned for executing his steamboat, when he received subscriptions for 1,000 of his maps, at a French crown each.

"P. HENRY."

On December 20, 1785, Fitch had printed and posted in Philadelphia the following advertisement, a copy of which is in the Congressional Library:

To the encouragers of useful arts:

The subscriber humbly begs leave to inform the public that he has proposed a machine for the improvement of navigation, with other useful arts; that it has been honored with the approbation of many men of the first character for philosophical and mechanical knowledge in each of the middle States; that he has laid it before the honorable Assembly of Pennsylvania, now sitting, whose committee have been pleased to make a very favorable report on the subject. The result has been that a number of gentlemen of character and influence have undertaken to promote a subscription for his map of the N. W. parts of the United States, in order to enable him to make a full experiment of said machine; he flatters himself the subscribers will think the maps well worth the money, yet he pledges himself to employ one-half of the money so contributed in constructing and bring to perfection a machine that promises to be of infinite advantage to the United States.

JOHN FITCH.

N. B.—The following opinion was given to said Fitch and subscribed by a number of gentlemen whose names would do honor to any projection in philosophy or mechanism:

"Upon considering the extent of the principles on which Mr. Fitch proposes to construct his steamboat, and the quantity of motion that may



From Fort Lawrence to the mouth of Yellow Creek and northward to the waters of Lake Erie is generally thin soil and broken land.

From the mouth of the Ohio to the mouth of the Tennessee is generally very poor land and very mountainous. There is a southwesterly course to the Carolina line & from there to Fort Lawrence between that line and the Ohio the soil is tolerable good but generally much broken with sharp hills.

Kentucky country is not so level as it is generally represented to be there being a range of hilly land running thro' it & with very deep valleys on the large streams.

15 Longitude West 10 from Philadelphia

Engraved & Printed by the author.

THE NEWSPRINTERS CO. WASHINGTON, D. C.

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A MAP
of the
north-west parts of
the
UNITED STATES
of
AMERICA

Several divisions on the
W of the C. line is the form which
that Country is to be laid off into
States according to an act of Congress
of May the 20th 1785

Shafter, even this is too quick as the production of his leisure hours,
and Shafter himself has said it is not perfect for capital errors will be found
in it. It was not attempted to take the exact meanders of the Waters
but only their general course — In forming this Map
he conceived himself to have been indebted to the ingenious labours
of Thomas Hutchins and William Murray Esqrs
But from his own Survey and observations he was led to hope he
could make considerable improvements on those and all that have gone before
him. How far he has succeeded is now submitted to the impartial public.
by their very able sons — John Fitch

To The Honorable Esqrs
George Fisher to the United States }
It is with the greatest pleasure I lay down to you
your plan for the purpose of promoting a Survey
of which you are so highly an ornament. I wish
it were more readily your judgment — Unquestionably
it is the business of engineering. I could not render it
as leaving to the eye as I would have wished —
But this as I stated myself will be easily
perceived by a gentleman who knows how to
distinguish between form and substance in
all things.
I have the honor to be
Sir your very able Servant
John Fitch

SCALE OF MILES
10 20 30 40 50 60 70 80 90 100

The hills of Niagara are at present in the middle of a plain
about five miles back from the summit of the Mountain over which
the water since time had we may suppose. The action of the water in a
long course of time has worn away the solid rock and formed an
artificial ditch which now may approach without horror. After
falling perpendicular 130 feet (as has been computed) it continues to
descend in a rapid even miles further to the Landing place.

This Country has once been settled by a people more expert in
the art of war than the present inhabitants. Regular fortifications
and some of these incredibly large are frequently to be
found. Also many graves or towers like Pyramids of earth
From Fort Lawrence and thence to the mouth of Stolo
a westerly course to the Illinois is generally a rich level
country abounding with living springs and navigable waters
the air pure & the climate moderate.

The Kentucky country is not so good as it is generally represented
to be. It is better than a range of hills and running thro' it are
very deep valleys on the large streams.

From Fort Lawrence to the mouth of
Yellow Creek and northward to the waters
of Lake Erie is generally a thick and
broken land.

From the Pennsylvania Line to the Carolina line
the land is generally very poor and rocky and broken
with hills and valleys.

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be produced by the elastic force of steam, we are of opinion that if the execution could by any means be made to answer the theory when reduced to practice, it might be beneficial to the public, and it seems to be deserving of a fair experiment, which alone can justify the expectation of success."

DECEMBER 20, 1785.

In further prosecution of his efforts to interest those in authority, on November 25, 1785, Fitch visited ex-Governor Johnson, of Maryland, and obtained from him a letter addressed to Governor Smallwood, of Maryland, which letter I will now read:

FRED'K TOWN, *November 25, 1785.*

SIR: Mr. John Fitch, of Bucks County, in Pennsylvania, called on me on his way to Richmond. He has gone through a variety of scenes in the back country which has enabled him to collect a knowledge of a great part of the new States on which and other helps he has made a map useful and entertaining. His ingenuity in this way strongly recommends him, but his genius is not confined to this alone. He has spent much thought on an improvement of the steam engine by which to gain the first power applicable to a variety of uses, amongst others to force vessels forward in any kind of water. If this engine can be simplified, constructed, and made to work at small expense there is no doubt but it will be very useful in most great works and amongst them in shipbuilding.

Mr. Fitch wants to raise money to make an experiment on boats. The countenance he has met with in Virginia he hopes will enable him to do it. He wishes to make other experiments and is willing to enter into engagements to apply a large portion of the sales of his maps, his principal fund. I believe his proposition for this improvement will be ample security for his applying the money in that way. All that I have to request of you, sir, is that you will give him an opportunity to converse with you. You will soon perceive he is a man of real genius and modesty. Your countenancing him will follow, of course.

I am, sir, your excellancy's

Most obed. and most humble servant,

THOMAS JOHNSON.

During the summer of 1786 Fitch succeeded in constructing a small steamboat which was successfully operated. In 1786 he began the construction of a second steamboat which was not completed until 1787.

Dr. William Wood thus describes this latter boat:

"This boat was forty-five feet long and twelve feet beam. It had six oars or paddles on each side. The engine was a twelve-inch cylinder."

While this boat was being constructed Fitch undertook to protect his invention by asking the Federal Congress to grant him a patent "for some reasonable time."

On March 15, 1786, he addressed the following petition to Congress:

"To the Honorable the United States in Congress assembled:

"The representation and petition of John Fitch humbly sheweth that your petitioner having constructed an easy and expeditious method of urging boats through the water, by the proper application of the force of steam, whereby the inland navigation of the United States of America is likely to be greatly promoted, the principles whereof has been honored with the approbation of gentlemen of the first character for philosophical knowledge in several of these States, who have expressed their desires of seeing it carried into execution by an experiment. And as it has been a general practice to encourage new invention and useful improvements by allowing their first projectors the advantages of their discoveries for some reasonable time, wherefore your petitioner humbly prays

"That your honours will be pleased to grant him the exclusive privilege of constructing boats impelled by the force of steam and the advantages arising from that discovery on all waters now belonging to the United States, particularly on the Ohio and Mississippi Rivers, for such length of time as your honours may judge proper.

"And your petitioner, etc.

"TRENTON, *March 15, 1786.*"

"JOHN FITCH.

Congress took no immediate action on this petition.

In the early part of 1786 Fitch organized a company to construct steamboats of his design and otherwise to promote his invention. All of the records of this company are not now available, but it does appear that on August 2, 1786, the company acceded to Fitch's request that an assessment be levied upon each of the shareholders for the purpose of providing additional funds with which to finance the company.

In the Congressional Library is a letter written by Fitch to John Cox on August 2, 1786, which sets out the action taken by the shareholders on the preceding day. This paper reads as follows:

WORTHY SIR: The company met last evening to determine what further should be done concerning the steam boat, when there were eight present, to whom I made the enclosed proposals, and on considering the matter unanimously came to the following resolution:

"At a meeting of several of the company's proprietors of the steam boat held the 2nd day of August, 1786, agreeable to general notes given,



LIEUT. JOHN FITCH, WITH HIS STEAMBOAT ON THE DELAWARE RIVER (1786)
Puffing noisily among the stately square-riggers, at Philadelphia, the strange craft being propelled by a series of paddles on a sprocket chain. From the painting by Clyde O. De Land in the Smithsonian Institution
(Courtesy of the Smithsonian Institution, Washington, D. C.)



LIEUT. JOHN FITCH'S STEAMBOAT AT PHILADELPHIA (1788)

Flying Flags presented to Fitch as a testimonial of their appreciation of a trip on his first commercial steamboat of 1788, by Governor Thomas Mifflin of Pennsylvania and the Framers of the U. S. Constitution, who were attending the Constitutional Convention at Philadelphia
(Reproduced from "Life of Robert Fulton" by Thomas W. Knox, published in 1887 by G. P. Putnam's Sons, New York and London)

the new proposals of John Fitch for an enlargement of his plan by further advance of money being now laid before us and considered of. It is agreed that the said plan be carried into effect upon a larger scale than was at first proposed and that the further advances be thirty dollars per share more than specified in on articles of agreement dated April 19, 1786. I could wish, sir, to be made acquainted with your determinations on the matter, and also Mr. Stevens as soon as may be convenient. I pray you, sir, also to communicate this to Mr. Stacy Potts, as I have no time to write him on the action at present, and request him to write to me whether he agrees to the proposal or not; and could wish it might be soon, as the money must be shortly raised for the purpose to have the boat running in ten weeks. With the most perfect respect, sir, I beg leave to subscribe myself,

“Your ever faithful and very humble servant,

JOHN FITCH.

“JOHN COX, Esq.”

Fitch's second boat was completed in 1787 and was launched at once upon the Delaware River at Philadelphia.

At that time the Federal Constitutional Convention was in session in the city of Philadelphia, and the members of that convention witnessed the success of Fitch's steamboat.

Fitch himself said that practically all members of the convention were present on that occasion. That they were well pleased with the trial is attested by the fact that letters of congratulations were given to Fitch by some of the prominent gentlemen who were present. Among those who gave letters to Fitch were Governor Randolph and Doctor Johnson, of Virginia; David Rittenhouse, Dr. John Ewing, and Prof. Andrew Ellicott, of Pennsylvania. Chief Justice Ellsworth, of Connecticut, who was on board Fitch's steamboat upon that occasion, also said the experiment was a success.

This trial trip of Fitch's boat was made on August 22, 1787. Please bear in mind that it was not until August, 1807—exactly 20 years later—that Fulton launched the *Clermont* on the Hudson River.

The testimonials just referred to were given in December following August 22, 1787, several of which are now on file in the Congressional Library. The following letters, which I will now read, are indicative of the unqualified success of the trial trip made by the Fitch boat on August 22, 1787.

The first is from David Rittenhouse and reads as follows:

“These may certify that the subscriber has frequently seen Mr. Fitch's

steamboat, which with great labor and perseverance he has at length completed, and has likewise been on board when the boat was worked against both wind and tide with a very considerable degree of velocity by the force of steam only. Mr. Fitch's merit in constructing a good steam engine and applying it to so useful a purpose will no doubt meet with the encouragement he so justly deserves from the generosity of his countrymen, especially those who wish to promote every improvement of the useful arts in America.

"DAVID RITTENHOUSE."

At the bottom of the letter which I have just read is the following statement signed by John Ewing, which I will read:

"Having also seen the boat urged by the force of steam and having been on board of it when in motion, I concur in the above opinion of Mr. Fitch's merits.

"JOHN EWING.

"PHILADELPHIA, *December 17, 1787.*"

I will now read a letter signed by Mr. Andrew Ellicott:

"From the well-known force of steam I was one of the first of those who encouraged Mr. Fitch to reduce his theory of a steamboat to practice, in which he has succeeded far beyond our expectations. I am now fully of opinion that steamboats may be made to answer valuable purposes in facilitating the internal navigation of the United States and that Mr. Fitch has great merit in applying a steam engine to so valuable a purpose and entitled to every encouragement from his country and countrymen.

"ANDREW ELLICOTT.

"PHILADELPHIA, *December 13, 1787.*"

While the success of Fitch's invention was now assured, he was not satisfied with the speed which his boat attained on this occasion. After much labor and many vexatious delays, he succeeded in obtaining the necessary funds with which to construct another steamboat.

This boat was 60 feet long with a beam of 12 feet. The trial trip of this boat was made during the latter part of July, 1788. Of this boat Dr. William Thornton, a prominent man of that time and who subsequently prepared the designs of the present Capitol Building at Washington, wrote:

"Our boat will be tried this evening or to-morrow. Ours is moved by paddles placed at the stern, moved by a small steam engine."

The initial trip of this boat was from Washington to Burlington, a distance of 20 miles—the greatest distance that had ever been traversed by a steamboat. Of this trip Dr. William Wood writes:

“At every town along the river banks they were greeted with cheers and waving of handkerchiefs, and when within a few rods of their destination the pipe boiler sprang a leak, and they came to anchor. The boiler was soon repaired and the boat made several trips to Burlington and back without any accident. On the 12th of October, 1788, there were thirty passengers on board, and these were taken from Philadelphia to Burlington (20 miles upstream) in three hours and ten minutes, which fact was certified to by Andrew Ellicott, Richard Chase, John Poor, and John Ely.”

The certificate to which Doctor Wood refers does not appear among the papers in the Congressional Library. However, there is in the collection the certificate of four passengers (two of whom are mentioned by Doctor Wood), which fully sustains Doctor Wood's statement.

I will read this certificate:

“We the subscribers were passengers in Mr. John Fitch's steamboat from the city of Philadelphia to the city of Burlington, a distance of about 20 miles, which was performed in three hours and ten minutes, with the tide, which gets in at the rate of two miles per hour.

“There were upwards of thirty passengers on board the boat, which was propelled by the force of steam, without any manuel labor, except that of tending the steam engine.

“ANDW. ELLICOTT.

“JOSEPH ELLICOTT.

“BENJN. ELLICOTT.

“RICHARD CHASE.”

Although this trial was in every respect a success, Fitch, with his overpowering desire for improvement, determined to construct still another boat with larger machinery. The new design contemplated that the cylinder should be 18 inches instead of 12 inches in diameter.

The trial trip of this new boat was made on April 16, 1790, nearly 17 years before Fulton's trial with the *Clermont* on the Hudson River.

Fitch, in writing of the trial made on April 16, 1790, said:

“Although the wind blew very fresh at the northeast we reigned lord high admirals of the Delaware, and no boat in the river could hold its way with us; all fell astern, although several sail boats, which

were very light, and heavy sails that brought their gunwales well down to the water, came out to try us."

During the summer of 1790 Fitch made a number of trips up and down the Delaware River with this boat (*Perseverance I*). Those trips were so successful that Fitch, in writing of them, said:

"Thus has been effected by little Johnny Fitch and Harry Voight one of the greatest and most useful arts that has ever been introduced into the world; and although the world and my country does not thank me for it, yet it gives me heartfelt satisfaction."

At this point I wish to say that some of Fitch's writings upon this subject are in the Congressional Library, while others are filed with the Historical Society of Pennsylvania at Philadelphia.

The success attained by Fitch's steamboat was so pronounced that during the summer of 1790 it was operated as a regular boat between Philadelphia and Burlington; and there regularly appeared in the two Philadelphia papers—the *Pennsylvania Packet* and the *Federal Gazette*—notices of the days and hours of sailing.

In the old National Museum at Washington can be found a copy of the *Federal Gazette* of July 27, 1790, in which appears the following advertisements:

"The steam boat sets out tomorrow morning at ten o'clock from Arch Street ferry in order to take passengers for Burlington, Bristol, Bordentown, and Trenton, and return next day."

The advertisement which appeared in the *Pennsylvania Packet* of June 12, 1790, reads as follows:

"The steamboat is now ready to take passengers, and is intended to sett off from Arch Street ferry in Philadelphia every Monday, Wednesday, and Friday for Burlington, Bordentown, and Trenton, and to return on Tuesday, Thursday, and Saturday."

These two newspaper advertisements are conclusive proof of the success of Fitch's invention and appeared 17 years before Fulton launched the *Clermont* on the Hudson.

From an inventive standpoint no historian claims that the slightest credit is due anyone other than Fitch for the steamboat that plied between Philadelphia and Burlington during the summer of 1790. That boat was propelled solely by the power of steam and carried passengers on regular schedule trips.

According to modern standards it might have been of crude and rough design; nevertheless it and the date must stand in history as a



HISTORIC TRENTON, N. J. (1929) AS VIEWED FROM THE AIR

Arrow points to the Lieut. John Fitch Memorial Shaft facing the Delaware River at Trenton Wharf, where his first steamboat docked. Dotted line shows the course over which Fitch's steamboat passed enroute to and from Philadelphia. "John Fitch Way," Trenton's new scenic boulevard along the Delaware River, named in honor of the steamboat inventor, begins at the viaduct under the bridge opposite the Fitch monument

(Photo by Courtesy of Aero Service Corporation, Trenton, N. J.)



MAP SHOWING PORTS ON THE DELAWARE RIVER

Where Lieut. John Fitch's Steamboat of 1790 plied; also New York City and Philadelphia, where he made successful demonstrations of his steamboat invention
 (From original road map by Leon A. Dickinson, which appeared in the *New York Times*, Sunday, Nov. 3, 1929)

practical exposition and demonstration of an invention that has revolutionized water navigation throughout the civilized world.

Those who have written of this boat say that it attained a speed of 8 miles an hour in ascending the Delaware, which was a higher rate of speed than was obtained by Fulton's *Clermont* 17 years later.

Elated with the success of the boat just referred to, Fitch designed and with the financial aid of his company constructed still a larger boat, which he very appropriately named *Perseverance* (*Perseverance II*). It was intended that this boat should navigate the Ohio and Mississippi Rivers. In this hope, however, Fitch was disappointed, for about the time it was completed it was blown by a violent storm upon Pettys Island, in the Delaware, opposite the city of Philadelphia, and seriously damaged. Fitch's stockholders then became discouraged and declined to advance other funds. Fitch's own resources being exhausted, the boat was abandoned. For four years it remained upon Petty's Island, and was finally offered for sale at public auction on August 18, 1795.

In 1796, while residing in the city of New York, Fitch constructed another steamboat. Successful experiments were made with this boat on the old Collect Pond, on the site of which the present Tombs Prison now stands. There is abundant testimony relative to the construction and the success of this small steamer, but I do not deem it necessary to prolong my address by any extended reference thereto.

It is worthy of note, however, that this boat was driven by a screw propeller, and was unquestionably the first boat of this kind ever constructed.

Next, I desire to refer to what may be termed legislative proof of the dates of Fitch's invention.

On March 18, 1786, the Legislature of New Jersey passed a law granting Fitch—

“The sole and exclusive right of constructing, making, using, and employing or navigating all and every species or kinds of boats or water craft which might be urged or impelled by the force of fire or steam in all the creeks, rivers, etc., within the territory or jurisdiction of this State, for a period of 14 years.”

On February 3, 1787, the Legislature of Delaware gave Fitch similar rights within that State. The State of New York, by its legislature, did the same thing on March 19, 1787. Pennsylvania

gave such exclusive rights to Fitch on March 28, 1787, and similar action was taken by the Legislature of Virginia on November 7, 1787.

On November 16, 1787, James Rumsey presented to the House of Representatives of Virginia a petition in which he sought the repeal of the prior exclusive grant to Fitch on the ground that he was the inventor of a boat propelled by steam. This petition was referred to a committee, which reported a bill repealing the exclusive grant to Fitch. On November 26, 1788, this bill was defeated in the Virginia House of Representatives, which is very strong evidence not only of Fitch's invention, but also of its priority over Rumsey's; but if Fitch's invention antedated that of Rumsey, it certainly antedated that of Fulton, which did not come until 19 years after the action of the Virginia House of Representatives.

The records of the Virginia Legislature show that on November 17, 1790, John Fitch filed a petition for an extension of his exclusive privilege to use the waters of the State for steamboat navigation on the ground that, while his boat had been completed, it had been injured by a storm. This boat was the *Perseverance* (*Perseverance II*), to which reference has been made. The committee to which this petition was referred made a report thereon on December 7, 1790. I will read a copy of the record on this subject:

"Mr. Henry Lee reported, from the Committee of Propositions and Grievances, that the committee had according to order, had under their consideration the petition of John Fitch, to them referred, and had come to a resolution thereupon, which he read in his place, and afterwards delivered it at the Clerk's table, when the same was again twice read, and agreed to by the House, as followeth:

" 'Resolved, *that it is the opinion of this committee*, That the further consideration of the petition of said John Fitch, praying that the time allowed him by law to complete and navigate a steam boat in this State, may be extended one year from the 7th day of November, 1790, be deferred to the the 31st day of March next.' "

While Fitch was thus obtaining exclusive rights of navigation from the States, he also undertook to procure other assistance from the legislatures of other States.

On January 5, 1786, he addressed the following memorial to the General Assembly of Maryland:

"To the Honorable the General Assembly of the State of Maryland:

"The subscriber humbly begs to inform this Honorable Legislature that he has proposed a machine for promoting navigation which has been

To the honourable the Legislative Council and
General Assembly of the State of New Jersey.

The Remonstrance and Petition of John Fitch

Humbly sheweth,

That your Petitioner having constructed an easy method
of urging Boats through the Water, by the proper application of
the Force of Steam, whereby the inland Navigation of these
States is likely to be greatly promoted: the Principles whereof
has been honoured with the approbation of Gentlemen of these
Characters for Philosophical Knowledge in several of these States,
who have expressed their desire of seeing it carried into execution
by an experiment.

And as it has been the general practice of giving encourage-
ment to new Inventions and useful Improvements, by allowing
their first projectors the advantage of their discoveries for some
reasonable time, therefore your Petitioner humbly prays,

That your Honours will be pleased to grant him the exclu-
sive privilege of constructing Boats impelled by the Force of Steam,
and the advantages arising from that discovery, for such length
of time as to your Honours shall seem proper.

And your Petitioner &c

Trenton March 14th 1786,

John Fitch

We the subscribers, having examined the Principles of the Steam Boat
constructed by John Fitch, are of opinion, that it may be the means
of improving the inland Navigation of these States to great Advantage,
and therefore, that it deserves the protection and encouragement of the
Legislature.

Rob^t Pearson jun^r Sam^l Tucker

Adam

Stacy Potts

W^m Ford

W^m Williams

John Stevens Jun^r

W^m M^r 2^d

Haac Smith

John Cox

Sam^l W. Stockton

W^m C. H. 2^d

ON MARCH 18, 1786, NEW JERSEY PASSED A LAW

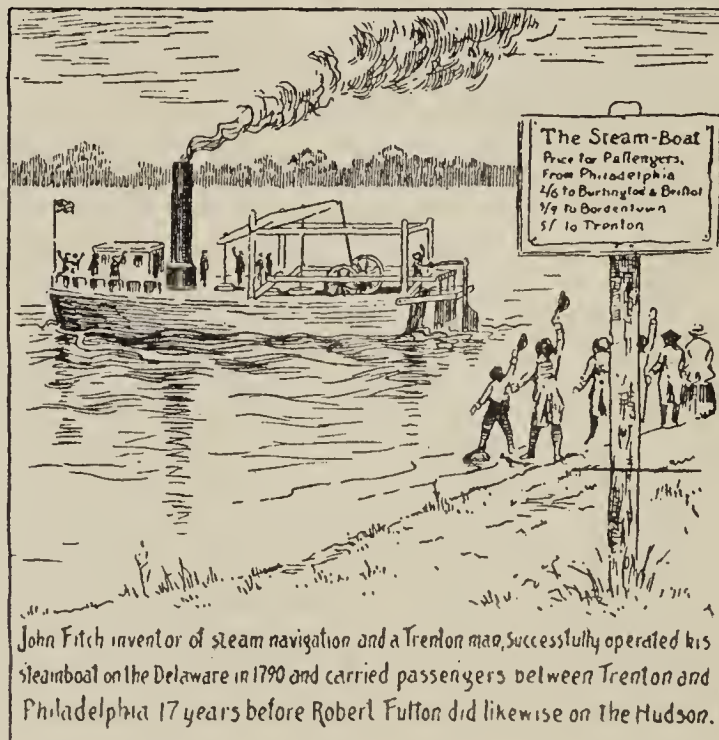
Giving Lieut. John Fitch fourteen years' exclusive rights for boats propelled by
steam. Fitch's Petition to the Assembly dated March 14, 1786 and the favorable
signed report of the Legislative Committee is shown above

The Steam-Boat

Is now ready to take Passengers, and is intended to set off from Arch Street Ferry in Philadelphia every Monday, Wednesday and Friday, for Burlington, Bristol, Bordentown and Trenton, to return on Tuesdays, Thursdays and Saturdays—Price for Passengers, 2/6 to Burlington and Bristol, 3/9 to Bordentown, 5/6 to Trenton. June 14. 1790

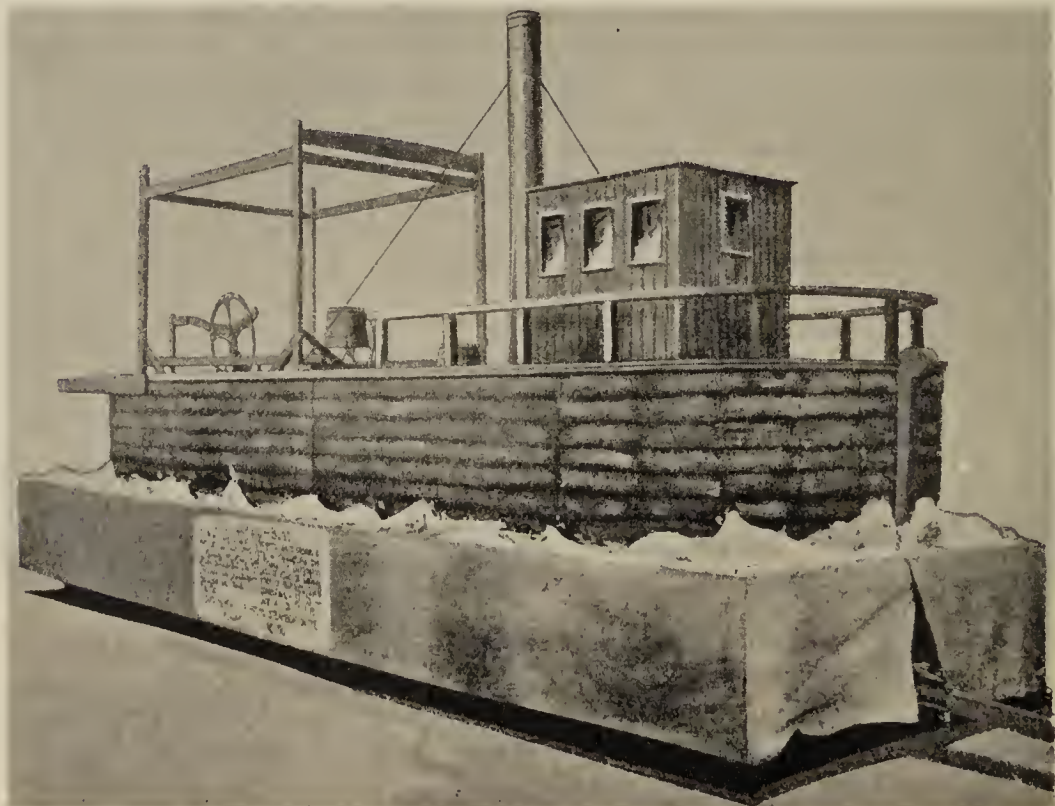
LIEUT. JOHN FITCH'S STEAMBOAT ADVERTISEMENT

Which appeared in the Philadelphia newspaper, the "Pennsylvania Packet," June 12, 1790. Fitch's Steamboat, the *Perseverance I*, operated during the summer of 1790 on a regular schedule which was announced in successive ads for several months in the "Pennsylvania Packet" and the "Federal Gazette"



FROM ORIGINAL DRAWING BY GEORGE A. BRADSHAW FOR "PICTORIAL HISTORY OF TRENTON"

In the Trenton (N. J.) Sunday Times-Advertiser



LIEUT. JOHN FITCH MEMORIAL FLOAT DEPICTING HIS COMMERCIAL STEAMBOAT, PERSEVERANCE I. WHICH RAN ON THE DELAWARE RIVER DURING SUMMER OF 1790

This float, with characters on it in the costume of the day representing passengers and crew, was one of the features of the Historical Pageant Parade of the 250th anniversary celebration of the settlement of Trenton, Oct. 30, 1929, which was attended by an official committee of the Fitch Family Association, headed by John Knowles Fitch, of Upper Montclair, N. J.

(Courtesy of Harry J. Podmore of Trenton)

approved by the Honorable Assemblies of Virginia, and Pennsylvania, and by many men of science who have examined the same and certified their approbation. A number of gentlemen of character and influence in the different States have undertaken to promote a subscription for his map of the Northwest parts of the United States in order to enable him to make an experiment of said machine. He flatters himself by that means he might in time be enabled to do it but as the means of procuring it is so dilatory and he proposes to send to Europe for a steam engine to effect it, he prays this Honorable Legislature to lend a sum sufficient for that purpose and empower Andrew Ellicott, Esq., under whose patronage he wishes to erect it to draw out of the Treasury a sufficient sum to procure said engine and the subscriber will refund the same to the Treasury of this State out of the first subscriptions he shall obtain or give sufficient security if he should take it out of the State. Should this Honorable Legislature see fit to appoint a committee to examine into the principles of said machine your Petitioner as in duty bound will ever pray,

"JOHN FITCH."

Fitch sent along with this letter the supporting statements, which I will now read:

"Upon considering the extent of the Principles on which John Fitch proposes to construct his Steam Boat, and the quantity of motion that may be produced by the elastic force of steam, we are of opinion that if the execution could by any means be made to answer the theory, when reduced to practice, it may be beneficial to the public, and it seems to be deserving of a fair experiment which alone can justify the expectations of success.

"JOHN EWING.

RICHARD WELLS.

"ANDREW ELICOTT.

WM. LIVINGSTON.

"R. PATTERSON.

EDWARD DUFFIELD.

"FRANCIS HOPKINSON.

EDWARD NANCARROW."

Fitch's request was referred to a committee, of which William Pinkney was chairman; and, on January 9, 1786, that committee made the following report to the general assembly:

"The committee, appointed to consider the petition of John Fitch, beg leave to report—

"That they have endeavored to obtain an adequate idea of the machine mentioned in the said petition and, from the great quantity of motion that may be produced by the elastic force of steam, the committee are strongly inclined to believe the probability of the success promised by the theory. Your committee beg leave to observe that the state and condition of our finances is such that no advance of public money can be made to assist the petitioner in bringing his theory to experiment, however, desirable it may

be to a liberal and enlightened legislature to encourage works of genius and promote the useful arts.

"All of which is submitted to the honorable House.

"By order,

"WM. PINKNEY, *Chairman*.

"JANUARY 9, 1786."

An authenticated copy of Fitch's petition to the General Assembly of Pennsylvania asking for exclusive rights of steam navigation in that State is among the documents relative to this subject in the Congressional Library. It bears date March 10, 1786, and, with the accompanying supporting statements, reads as follows:

MARCH THE 10TH, 1786.

To the honorable the representatives of the Freemen of the State of Pennsylvania in General Assembly met—

The petition and representation of John Fitch Humbly sheweth that your petitioner some time ago contrived an easy and practicable method of applying the force of steam to the urging of boats forward in our rivers whereby the inland navigation of the United States may be greatly promoted, which he has explained to gentlemen of science and mechanical abilities in several of the States who have approved of the principles and wish to see the scheme carried into execution. That your petitioner has laid the scheme before the Assemblies of Virginia and Maryland and has entered into obligations with the former of these for completing the work and now, apprehensive that others from some trifling alterations which they may propose in the mechanism may deprive him of the benefit of his invention and thereby frustrate his just expectations and encouragements, he prays that your honorable house would be pleased to grant him an exclusive privilege of constructing boats for a limited time upon the principles of working them by the force of steam.

And your petitioner as in duty bound shall ever pray.

JOHN FITCH.

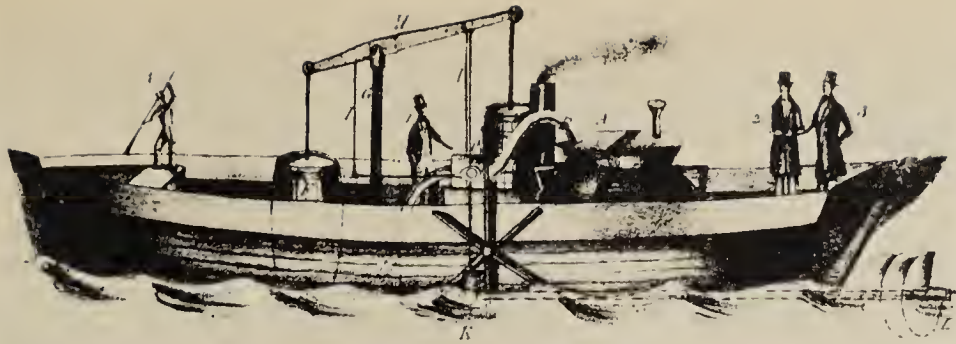
We the subscribers have been acquainted with the principles and some of us examined the mechanism of Mr. John Fitch's steamboat and are of opinion that it may be the means of improving the inland navigation of the United States.

We doubt not therefore that the inventor will find as he appears to merit the protection and encouragement of the legislature.

Bucks County, March 18, 1786.

(Signed) HENRY WYNKOOP.
ANDREW McMINN.
GARDUS WINKOOP.

JOHN THORNTON.
JOHN EDWARDS.
JACOB SOMMER.



John Fitch Born in Conn^t 21st of June 1743 First we find him a farmers boy, next an apprentice to a Watch maker, then in a store at Trenton N.J. with a stock valued at 30000 doll^r all of which was destroyed, when the British took Trenton next a Lieutenant in the A. Army, taken prisoner by the Indians, and sold from one tribe to another through the N.W. Territory, until he was purchased by an Englishman and thus obtained his freedom. During this time he became acquainted with that part of the country of which he made a map, and although provided on a common Cider press, it had an extensive sale. He was then a Surveyor in Kentucky, then a Civil Engineer in Pa^a and on the Delaware made his first experiment of a Steam Boat with Paddles, he then left America, and traveled through France and England, but not meeting with the encouragement anticipated, became poor and returned home, working his passage as a common sailor to Boston, from there to his native town in Connecticut, thence to New York, where he remained some time, then back to Kentucky where he died in 1798

M^r John Hutchings
Sir

I have a perfect recollection of having seen a Boat on the Collect Pond in this City with a screw Propeller in the Stern driven by Steam across the Pond I do not recollect the year but I am certain that it was as early as 1796, it was about the size of a Ships yard

New York, July 5th 1846

I am Sir Respectfully

Yours &c

Anthony Smith

Residence 43 Union Place
City N York

This is to Certify, that we have Personally known M^r John Hutchings of the Village of Wilhamsburgh for the last forty years past, and have the utmost confidence in him for truth & veracity

New York, Oct^r 10th 1846

Richard Layercraft

Agost W. Halsted

Residence 118 Franklin St City NY was a member of the first Methodist Class in the City of NY and has been a respectable member of the M.E. Church from its commencement in the U.S

Senior Partner of the Firm of Halsted, Ham & Co N^o 31 Nassau St NY Family Residence Orange N Jersey

New York, July 5th 1846

To M^r John Hutchings:

Dear Sir

It affords me much pleasure, to state that I was an eye witness to the circumstance of a Boat being propelled by Steam on the Collect Pond in this City about the Year 1796 as exhibited on your Map, and that I have a perfect recollection of all these Localities as there shown, and you are perfectly welcome to use my name in connection with it

Yours

Wm H Mestock

City Surveyor

State of New York

City and County of New York S^t

John Hutchings of Wilhamsburgh L.I. being duly Sworn deposes and saith that the facts set forth in the foregoing remarks and description by him, subscribed are correct to the best of this deponents remembrance and belief

Sworn before me this First day
of December 1846

John Hutchings

Morris S Henry
Com. of Pards &c

S. S. 1797 & When his health would allow of moderate exercise, he wrought upon a model Boat about three feet in length at the shop of M^r Howell His machinery was constructed of brass This model Boat had a keel, and has been seen floating in a small stream near the Village by persons now living It was burnt in M^r Cowns tavern in 1805 Nelson Co Kentucky

(Spickers American Biography)
New Series Vol 17

AFFIDAVITS OF JOHN HUTCHINGS AND OTHERS WHO WITNESSED LIEUT. JOHN FITCH'S SUCCESSFUL TRIPS WITH THE WORLD'S FIRST SCREW PROPELLOR STEAMBOAT ON COLLECT POND, NEW YORK CITY IN 1796-7. SEE PICTURE OF MODEL OF THIS STEAMBOAT IN NEW YORK HISTORICAL SOCIETY MUSEUM, MADE BY HUTCHINGS, WHO HELPED LIEUTENANT FITCH OPERATE THE ORIGINAL STEAMBOAT

(From "Documentary History of New York")

"HONOR TO WHOM HONOR IS DUE" ORIGIN OF STEAM NAVIGATION.

A VIEW OF COLLECT POND AND ITS VICINITY

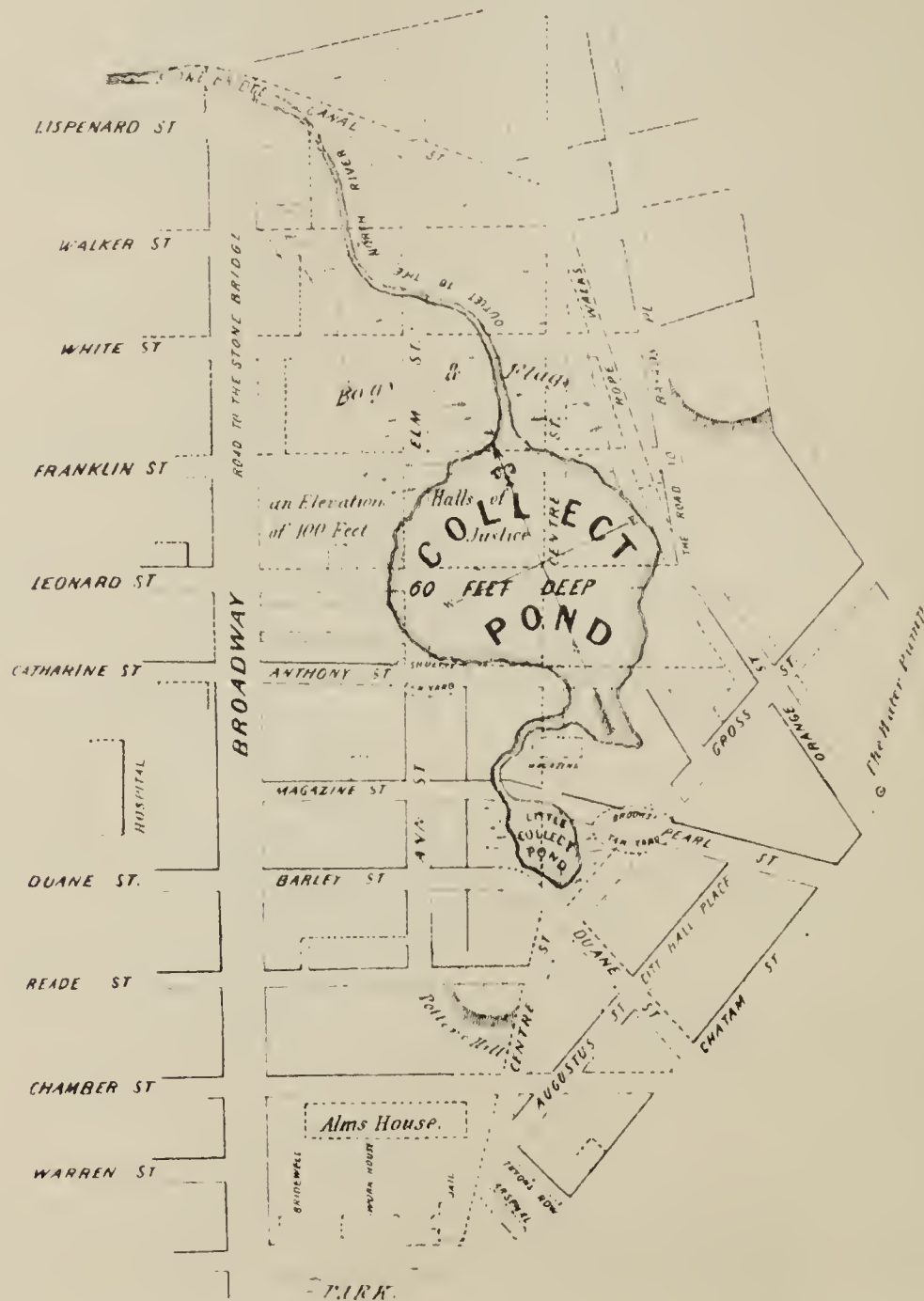
in the City of New York in 1793

On which Pond, the first boat, propelled by Steam with paddle wheels or screw propellers was constructed by John Fitch, six years before Robert Fulton made trial of his boat upon the River Seine, in France, and ten years prior to his putting into operation his boat Clermont in New York, with a representation of the boat and its machinery, on the Collect pond

BY JOHN HUTCHINGS

No. 3 Wesley Place, Williamsburgh, L. Island

1846.



MAP SHOWING COLLECT POND, NEW YORK CITY, IN 1796-7

As drawn by John Hutchings, who as a lad assisted Lieut. John Fitch in steering Fitch's invention of the world's first screw-propellor steamboat. Chancellor Robert R. Livingston, of New York, who was later Fulton's financial backer, was Lieutenant Fitch's guest on the boat several times when it was propelled by steam on "The Collect," a large pond of fresh water, since filled up, on a portion of the site of which is now built the Tombs Prison. Fulton obtained the powerful financial backing of Chancellor Livingston and later married a Livingston.

(See "Documentary History of New York," Volume II)

Upon that petition the general assembly passed the act of March 28, 1787, to which I have heretofore made reference.

On April 23, 1791, Fitch applied to the Federal Congress for a patent of his invention. The patent was granted on August 26, 1791, the original document being signed by George Washington, and by Commissioners Thomas Jefferson, Gen. Henry Knox, and John Randolph. I invite your attention to the date of Fitch's patent—August 26, 1791—which was 16 years before Fulton sailed the *Clermont* on the Hudson.

I will read a copy of the record of the action taken by Congress upon this subject:

“August 26, 1791, Whereupon ordered that letters patent be granted to the said John Fitch for his aforesaid invention for the term of 14 years.”

Unfortunately the records of the General Patent Office were destroyed by fire in 1836. However, there was saved and is now in print a bound volume, giving a list of patents granted between 1790 and 1836. On page 5 of that publication it appears that on August 26, 1791, John Fitch was granted a patent “for propelling boats, &c., by steam, &c.”

This book also shows that no earlier patent was granted to anyone for a similar invention.

On November 20, 1791, the French Government also granted letters patent to Fitch which protected his invention in that country for 15 years.

The original of this French patent is now in the old National Museum in Washington.

The application for this patent was made by Aaron Vail, an American consul in France, as attorney in fact for John Fitch.

Omitting the preamble, the recitation of the application, and the description of the invention, the following is a translation of the material clauses of this patent:

“We have, according to the aforesaid law of the 7th of January, 1791, conferred and by these presents signed by our hands, we grant to Mr. John Fitch an invention patent for the construction, exercise, and use throughout the Kingdom for the time and space of fifteen consecutive years from the date of these presents, of a mechanism which moves boats, ships, and other vessels by means of a fire machine, by the means consigned in the note and the drawing below; and on the which shall be placed a stamp or seal with the words ‘invention patent’ and the name of the inventor for

him and his attorney in fact to use the said patent throughout the Kingdom during the time mentioned above, all in conformity with the order of the law of the 7th of January.

We must positively forbid any person to imitate or counterfeit the said machine under any pretext whatsoever. We desire to insure the said Mr. Fitch the use of his patent; that this be made a proclamation in our name, which no one can ignore.

"We command and order all tribunals, administrative bodies, and municipalities to grant fully and peaceably the use of the rights conferred by these presents upon Mr. Fitch and his attorney in fact, and to cease and make to stop all contrary troubles and hindrances. We command them also that at the first requisition of the patent they copy the presents on their registers, read, publish, and advertise them in their respective jurisdictions and departments during their duration as the law of the Kingdom.

"In faith of which we have signed and made to be countersigned the said presents to which we have affixed the State seal.

"Paris, the twenty-ninth day of the month of November, one thousand seven hundred and ninety-one, and the sixteenth year of our reign.

"LOUIS.

"BY THE KING.

"B. C. CAHIER,

"The Minister of the Interior."

As I said in the beginning, I desire, in so far as is possible, to avoid raising any issue as to priority between Fitch and anybody else. But since Thurston, in the life of Robert Fulton, does not himself claim priority for Fulton, I trust I may be pardoned for here calling attention to what Thurston says.

On page 1 of Thurston's Life of Robert Fulton, the following appears:

"Robert Fulton has often, if not generally, been assumed to have been the inventor of the steamboat, as Watt is generally supposed to have been the inventor of the steam engine, which constitutes its motive apparatus. But this notion is quite incorrect. * * * But while Fulton was not the inventor of the steamboat, and while James Watt was not the inventor of the steam engine, in a proper sense, it is the unquestionable fact that the latter was the first to secure a general introduction of the machine into practical use, and the former was the first to make a steamboat a commercial success and to make its ultimate and permanent employment for marine transportation sure. As an inventor Fulton accomplished far less than Watt; in fact, he did comparatively little in this realm of intellect. Watt in-

vented many improvements of the steam engine and left it in vastly better form than when he found it, as it came from the hands of his predecessors, Newcomen and Calley. He gave the already well-shaped machine the separate condenser, the steam jacket, the double-acting form, the rotative type, the expansive system, the governor, and the "engineer's stethoscope," the indicator. Fulton did nothing to modify the engine or to improve the steamboat even. He simply took the products of the genius of other mechanics and set them at work, in combination, and then applied the already known steamboat, in his more satisfactorily proportioned form, to a variety of useful purposes and with final success."

On page 43, in speaking of John Fitch and William Henry, of Chester County, Pa., Thurston says that while Henry was probably not the first to conceive the idea of the steamboat, "Fitch evidently made the first successful experiment in the propelling of boats by steam."

I shall be glad to hear what Thurston, in his life of Fulton, says regarding Fitch and his invention. I read from pages 36 to 39, inclusive:

"John Fitch was an ingenious Connecticut mechanic. In April, 1785, as Fitch himself states, at Neshaminy, Bucks County, Pa., he conceived the idea that a carriage might be driven by steam. After considering the subject a few days his attention was led to the plan of using steam to propel vessels, and from that time to the day of his death he was a persistent advocate of the introduction of the steamboat. At this time, Fitch says, 'I did not know that there was a steam engine on the earth'; and he was somewhat disappointed when his friend the Rev. Mr. Irwin, of Neshaminy showed him a sketch of one in 'Martin's Philosophy.'

"Fitch's first model was at once built, and was soon after tried on a small stream near Davisville. The machinery was made of brass, and the boat was impelled by paddle wheels. His own account of his invention is as follows:

"PHILADELPHIA, *December 8, 1786.*

"TO THE EDITOR OF THE COLUMBIAN MAGAZINE.

"SIR: The reason of my so long deferring to give you a description of the steamboat has been in some measure owing to the complication of the works, and an apprehension that a number of drafts would be necessary in order to show the powers of the machine as clearly as you would wish. But as I have not been able to hand you herewith such drafts, I can only

give you the general principles. It is in several parts, similar to the late improved steam engines in Europe, though there are some alterations. Our cylinder is to be horizontal, and the steam to work with equal force at each end. The mode by which we obtain what I take the liberty of terming a vacuum is, we believe, entirely new, as is also the method of letting the water into, and throwing it off against the atmosphere without any friction. It is expected that the engine, which is a twelve-inch cylinder, will move with a clear force of eleven or twelve hundredweight after the frictions are deducted if this force is to act against a wheel of eighteen inches diameter. The piston is to move three feet, and each vibration of the piston gives the axis about forty revolutions. Each revolution of the axis moves twelve oars or paddles five and a half feet, which work perpendicularly, and which are represented by the stroke of the paddle of a canoe. As six of the paddles are raising from the water six more are entering, and the two sets of paddles make their strokes about eleven feet in each evolution. The cranks of the axis act upon the paddles about two-third of their length from the lever end, on which part of the oar the whole force of the axis is applied. Our engine is placed in the boat about one-third from the stern, and both the action and the reaction turn the wheel the same way.

“With the most perfect respect, sir, I beg leave to subscribe myself,

“Your humble servant,

“JOHN FITCH.”

“Another of Fitch’s boats (*Perseverance I*), in April, 1790, made 7 miles an hour. Fitch, writing of this boat, says that ‘on the 16th of April we got our work completed and tried our boat again; and although the wind blew very fresh at the east, we reigned lord high admirals of the Delaware, and no boat on the river could hold way with us.’ In June of that year it was placed as a passenger boat on a line from Philadelphia to Burlington, Bristol, Bordentown, and Trenton, occasionally leaving that route to take excursions to Wilmington and Chester. During this period the boat probably ran between 2,000 and 3,000 miles, and with no serious accident. During the winter 1790-1791 Fitch commenced another steamboat, the *Perseverance II*, and gave considerable time to the prosecution of his claim for a patent from the United States. The boat was never completed, although he received his patent, after a long and spirited contest with other claimants, on the 26th of August, 1791, and Fitch lost all hope of success. He went to France in 1793, hoping to obtain the privilege of building steam vessels there, but was again disappointed and worked his passage home in the following year, and later brought out a new boat

in New York City driven by a screw propeller. It seems to have been customary to secure a witness in those days, as in our own, and we have the following:

"This may certify that the subscriber has frequently seen Mr. Fitch's (John Fitch) steamboat, which with great labor and perseverance he has at length completed; and has likewise been on board when the boat was worked, against both wind and tide with considerable velocity, by the force of steam only. Mr. Fitch's merits in constructing a good steam engine and applying it to so useful a purpose will no doubt meet with the encouragement he so richly deserves from the generosity of his countrymen, especially those who wish to promote every improvement of the useful arts in America.

"(Signed) DAVID RITTENHOUSE.

"PHILADELPHIA, *December 12, 1787.*"

I shall be glad to here read a part of a letter written by Fulton to Lord Stanhope in November, 1793:

"In June, 1793, I began the experiments on the steamships. My first design was to imitate the spring in the tail of a salmon. For this purpose I supposed a large bow to be wound up by the steam engine and the collected force attached to the end of a paddle, as in No. 1, let off, would urge the vessel forward."

In the old National Museum at Washington models of the steamboats of Fitch and Fulton, as well as a model of a boat designed by James Rumsey, are exhibited. On the glass cases in which these models are contained are explanatory labels. The dates, as well as other facts stated on these labels, fully sustain the claims I am making.

These labels are as follows:

JOHN FITCH'S STEAMBOAT

Designed by John Fitch, built in Philadelphia in 1786, and first tested on the Delaware River July 27 of that year, when a successful public trial was made. Length, 34 feet; width, 8 feet; depth, 3 feet 6 inches. Equipped with a steam engine which, connected by geared machinery, sprocket wheel, and chain, operated six oars placed vertically in a frame on each side of the boat.

In 1788 Fitch completed his first commercial boat for carrying passengers, and it was driven in a similar manner. This boat was 60 feet long and 8 feet wide. She made a trip from Philadelphia to Burlington, about 20 miles, in July, 1788, the longest ever made by

any steamboat up to that date. October 12, 1788, the boat took 30 passengers from Philadelphia to Burlington in three hours and ten minutes, a speed of over six miles an hour. In 1790 Fitch built another boat which attained a speed of eight miles an hour and continued to run on the Delaware River, carrying passengers and freight, for three or four months.

RUMSEY'S STEAMBOAT

Propelled by jets of water forced out through the stern. Tested on the Potomac River at Shepherdstown, Va., 1787.

STEAMBOAT "CLERMONT," 1807

"Designed by Robert Fulton, built in the city of New York, and made its first trip from that city to Albany in August, 1807. Length, 175 feet; breadth, 12 feet; depth, 8 feet. Equipped with a single-acting bell-crank engine, 24-inch cylinder, and 4 feet stroke, made by Boulton and Watt in England, which operated the side wheels, 15 feet in diameter. The hull was built with flat bottom, ship vertical ends, perpendicular sides being straight on top, open in the middle, and having small cabins at the bow and stern. This model represents the first experimental boat designed and constructed by Robert Fulton. After making several successful trips, it was replaced in the winter of 1807-1808, by another boat also called the *Clermont*, which embodied numerous improvements made by Fulton."

In 1817 the question of priority between Fitch and Fulton was submitted to the General Assembly of New York.

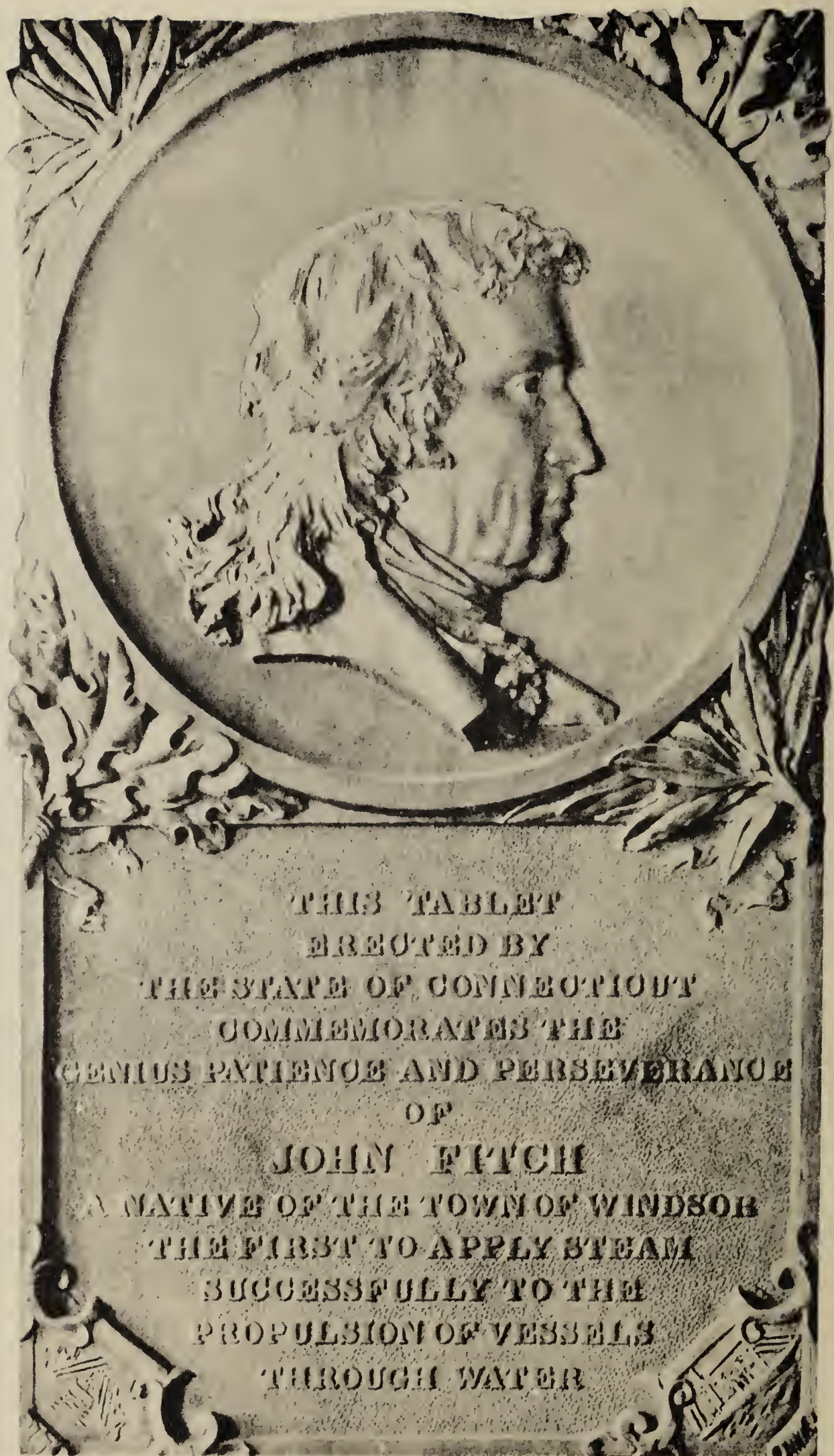
On this subject Dr. William Wood says:

"In 1817, the original patents, drafts, specifications, and models, of Fitch and Fulton were exhibited before a committee of the New York Legislature, raised upon the petition of Governor Ogden, of New Jersey. Witnesses were examined, and able counsel employed. Fulton and Livingston were represented by Cadwalader D. Colden and Thomas Addis Emmett, Fitch's interests by Samuel A. Southard, Joseph Hopkinson, and Colonel Ogden. Certificates of Doctor Rittenhouse, Andrew Elicott, Oliver Evans, and John Ewing were produced, stating the performance of Fitch's steamboat. General Bloomfield testified that he had been a passenger on board Fitch's boat on the Delaware in 1787 and 1788, and regarded the experiment as successful."



TRENTON, NEW JERSEY, HONORS LIEUT. JOHN FITCH

With a shaft on the Delaware River, where his steamboat first plied to and from Philadelphia. Fitch moved to Trenton from his native Connecticut, later moving to Bardstown, Ky., where he died of exhaustion. This shaft is located at Trenton Wharf, where the Philadelphia boat docks. It stands at the head of "John Fitch Way," the new scenic boulevard of Trenton along the Delaware River



MEMORIAL TO LIEUT. JOHN FITCH IN HARTFORD, CONN.

In 1887, a tablet in bronze to the memory of Fitch was placed on the east wall of the north entrance to the Capitol Building in Hartford, Conn.

(Courtesy of George S. Godard, Connecticut State Librarian)

The committee having charge of this matter, after careful consideration, reported to the general assembly as follows:

"The steamboats built by Livingston and Fulton were in substance the invention patented to John Fitch in 1791, and Fitch during the term of his patent had the exclusive right to use the same in the United States."

I wish to invite your attention to the fact that this finding was made by a body of men who resided in the State where Fulton's steamboat was built and where it was a matter of State pride.

In 1887 the Connecticut Legislature appointed a committee to investigate the matter of "the discoveries and inventions of John Fitch, of Windsor." The report of that committee was submitted to the general assembly in April, 1887, and was approved by the house of representatives on April 28, 1887, and by the senate on May 10, 1887. That report is very illuminating of the question under discussion, and reads as follows:

To the honorable the Senate and House of Representatives of the State of Connecticut, in General Assembly Convened:

The undersigned, appointed a special committee by joint resolution, beg leave to report as follows:

That in accordance with the instructions of said resolution your committee have carefully investigated the facts rendered available by existing records, indicating the date and extent of the agency of John Fitch of Windsor, in this State, in the practical application of steam as a motive power in the propulsion of vessels on the water, and we find the same sufficient to fully establish the correctness of the following statement.

1. That as early as April, 1785, John Fitch claimed to have invented a machine, using steam as a motive power to propel vessels.

2. That in August of the same year, Dr. John Ewing, Provost of the University of Pennsylvania, in a letter to Wm. C. Houston, formerly Member of Congress, certifies to have personally "examined Fitch's machine for rowing a boat by the alternate operation of steam and the atmosphere."

3. That on September 27, 1785, Fitch presented a drawing and model of his boat to the American Philosophical Society of Philadelphia.

4. That on March 18, 1786, the State of New Jersey gave to John Fitch "the sole and exclusive right, for fourteen years, of constructing, making, using, and employing, or navigating, all and every species or kinds of boats or water craft, which might be urged or impelled by the force of fire or steam, in all the creeks, rivers, etc., within the territory or jurisdiction of this State."

5. That similar rights were granted to John Fitch by the States of New York (March 19, 1787), Delaware (February 3, 1787), Pennsylvania (March 28, 1787), and Virginia (November 7, 1787).

6. That a boat moved exclusively by steam power applied to paddles placed at its stern was constructed by Fitch, and made the trip from Philadelphia to Burlington, a distance of twenty miles, upstream and against the current, in three hours and ten minutes, with thirty passengers on board, on October 12, 1788.

7. That a second and larger and more efficient vessel was constructed by Fitch, and made a trial trip on April 16, 1790; and that this vessel was thereafter run as a regular passenger boat during the summer of 1790 between Philadelphia and Burlington, being so completely successful that a regular advertisement of her days of leaving and returning, and her place of departure, with her readiness to convey passengers, may be found at repeated intervals and dates in the local newspapers of the time—the Pennsylvania Packet and the Federal Gazette.

8. That an account of the fine performance of this vessel may be found in the New York Magazine of August 13, 1790. Your committee have been unable to find any authentic record of inventions for the successful application of steam to the propulsion of vessels and the actual use of the same, by any person or persons, anywhere in the world, at so early a date as that (which is) clearly and fully established, by the facts hereinbefore mentioned, to the credit of John Fitch; and they therefore deem it a measure of justice, as well as of proper State pride, that such action be taken commemorative of the great achievements of this native and humble citizen of our Commonwealth, as that proposed by the joint resolution of this general assembly. Your committee recommend that the full and interesting monograph of the late William Wood, of East Windsor, setting forth the facts of the case be made a matter of record in the archives of the States in connection with this report.

All of which is respectfully submitted.

O. VINCENT COFFIN, *Senate Chairman.*

A. FOSTER HIGGINS, *House Chairman.*

(By O. V. C., by request.)

LUKE E. WOOD, *Senate Committee.*

C. E. OSBORNE, *House Committee.*

“It is a sad commentary upon the gratitude of this Nation that no fitting stone marks the grave of this great pioneer.

“The bill before your committee seeks a tardy recognition of his great achievements. Its passage would be a belated acknowledgment of the genius of one of America’s most illustrious sons.

“Mr. chairman and gentlemen of the committee, I thank you

most genuinely for the patient hearing which you have given me, and most sincerely trust you may see your way perfectly clear to favorably report the bill and urge its passage by Congress."

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